The Bombay Gazette.

No. 7,460.—New Series. BOMBAY :—WEDNESDAY, FEBRUARY 9, 1870. Annual Subscription in Advance... ...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

Year in advance delivered in Town	Rs. 52 0
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First insertion	Re. 1 5 0
Second Ditto	„ 2 8
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per line, but no Advertisement is counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
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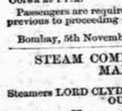
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ARABIA, 1,627 tons, 200 H. P., Commander Thomas Saunders, will be despatched on the 15th February 1870, noon.

Feb. 1870		Feb. 1870
Leave Bombay.....	Leave Galle	
„ Rutnagherry.....15	„ Negapatam	26
„ Vingoria.....16	„ Pondicherry.....	27
„ Carwar		March.
„ Mangalore 18	„ Madras	2
„ Cannanore.....19	„ Coconada	4
„ Calicut 20	„ Vizagapatam.....	5
„ Beypore 19	„ Bimlipatam	5
„ Cochin 20	„ Gopalpore	6
„ Tuticorin 21	„ False Point.....	7
„ Colombo 22	Arrive Calcutta.	8

This route is the most expeditious and economical for Passengers for the Neilgherries, Bangalore, and Madras, who can land at and Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Lingu, Bushire, Fao, Mahomerah, and Bussorah.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

The steam ship COMORIN, 453 tons, 80 H. P., Commander R. L. Turner, will be despatched on the 14th February, 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

THE well known First Class Steamer PHLOX, E. Baker, Commander, will leave for the undernoted Ports, every "FRIDAY" starting from the Apollo Bunder at 4 P.M.

Unjunwell, Rutnagherry, Jeytapoor, Malwan, Vingoria, Goa, Panjim.

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to	Bewas.	Dhurumtur.	Butchers Island and Oorun.		Oolwa.	
	Rs.	A.	Rs.	A.	Rs.	A.
First Class	2	0	3	0	3	0
Second Class	0	12	1	0	1	8
Third Class	0	6	0	8	0	12
					1	0

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 4 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Bombay, 8th November 1867.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the undermentioned Ports on the Following days:—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
„ Rutnagherry	Sunday.	„ Beypore	Saturday.
„ Malwan	„	„ Calicut	„
„ Vingoria	„	„ Tellicherry	„
„ Goa	Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	Sunday.
„ Compta	„	„ Compta	Monday.
„ Mangalore	Tuesday.	„ Carwar	„
„ Cannanore	Wednesday.	„ Goa	Tuesday.
„ Tellicherry	„	„ Vingoria	„
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Rutnagherry	Wednesday
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

The Steamer LORD CLYDE, Captain H. Kingcome, will be despatched according to the above table on SATURDAY next, the 12th instant, at 4 P.M.

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 7th February, 1870.

FOR LIVERPOOL, via SUEZ CANAL.

THE fine iron steamer STIRLING, 762 tons net register, Alex. Blair, Commander, WILL SAIL on or about the 12TH FEBRUARY.

The draught of this Vessel, when fully laden, is under 16 feet, and she has already made the passage from the Downs, with a Cargo of dead-weight, in 32 days, having come through the Canal without grounding in 14 hours.

The Stirling will be followed by the s. s. Leith, 957 tons register.

RITCHIE, STEUART, & Co.

Bombay, 22nd January 1870.

LIVERPOOL VIA SUEZ CANAL.

(CALLING AT HAVRE IF SUFFICIENT INDUCEMENT OFFER.)

THE undermentioned First Class Screw Steamers will be despatched in the following order:—

STERLING	762 Tons Register		15th February.
LEITH	957	„	28th February.
CALYPSO	1,336	„	15th March.
DIDO	1,923	„	31st March.

For Freight only apply to RITCHIE, STEUART, & Co.

3rd February 1870.

NEW OVERLAND ROUTE (via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR—MARC FRAISINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of detaining at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payable at Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
„ Suez	£ 40	£ 22-10
„ Port Said	£ 42	£ 24
„ Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the new Steam Ship EUROPE, 2,500 tons, Captain Martins, will be despatched from Bombay on the 12th February, and will be followed by the AFRIQUE, 3,500 tons, to sail about the 26th February.

For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 4th February, 1869.

NOTICE.—Consignees of CARGO per ship EUTERPE, from London, are requested to SEND BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Cosens, without further intimation, at the risk and expense of the consignees.

W. NICOL & Co., Agents of Captain and Owners.

Bombay, 2nd February 1870.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

{ To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
{ To Trieste—1st class £53, 2nd class £34., } of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraisinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Ralkborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraisinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship NEERA, 2,200 Tons, Captain Hanson, will be despatched on MONDAY, the 14th February.

The following Steamer will be despatched on MONDAY the 28th February.

STEARNS, HOBART, & Co.

SHIP HOUGHTON TOWER.—A well-bred ENGLISH COW in Milk FOR SALE. Apply to CURSETJEE and EDULJEE, Dubashes.

FOR SALE, the Iron Barque NIGHT HAWK, 651 tons register, including boats, rigging and apparel, as she now lies afloat in the Harbour of Bombay.

For further particulars apply to

W. NICOL & Co., Agents for Captain and Owners.

Bombay, 21st January 1870.

NOTICE.—Consignees of CARGO per Ship BRITISH SCEPTRE, Captain J. Kendal, from Liverpool, are requested to SEND BOATS alongside the Ship to receive delivery of their Goods, otherwise the same will be landed as they come to hand, at the risk and expense of the concerned.

Captain J. Kendal will not be responsible for the condition of any package after it leaves the ship's deck.

EDWARD HIGG & Co., Agents Ship British Sceptre.

4th February 1870.

NOTICE.—Consignees of CARGO per Ship FLEUR DE LIS, from Liverpool, are requested to SEND OFF BOATS alongside immediately for their respective goods as they come to hand, failing which they will be landed by the Captain at the risk and expense of the concerned.

Captain Thomson will not be responsible for the contents or condition of any package after it leaves the ship's deck.

REMINGTON & Co., Agents for the ship Fleur de Lis.

7th February 1870.

NEW ADVERTISEMENTS.

THE CIRCUS IS COMING!

THE CIRCUS IS COMING!!

THE CIRCUS IS COMING!!!

HARVEY'S NATIONAL CIRCUS.

WANTED, for the Office of Superintendent Government Telegraph, Bombay Division, a HEAD CORRESPONDENCE CLERK, accustomed to working in Cassp. Salary Rs. 120. Apply by letter with copies of testimonials in own handwriting.

WANTED, a PONY PHAETON or light OPEN CARRIAGH at a moderate price. Apply to No. 204 "Bombay Gazette" Office.

MR. JOHN ROUX is authorized to Sign our Firm per procuration from this date.

PLANQUE, VINAY, & Co.

Bombay, 8th February 1870.

NOTICE.—Consignees of COALS per Ship TIM WIFFLER are requested to take delivery at once by presenting Bills of Lading, otherwise the same will be landed at their risk and expense.

MERWANJEE NUSSERWANJEE, Agent Ship Tim Wiffler.

NOTICE.—CONSIGNEES of the following goods per wrecked ship BUCENTAUR, are hereby requested to send their Invoices to Messrs. LIDBETTER and WILSON, the Average Adjusters, as soon as possible.

STENHOUSE & Co., Agents wrecked Ship Bucentaur.

E (in a diamond) A A below, 25 cases Copper, shipped by Edward & Co.

L E, 2 cases Hardware, shipped by Stevens & Co.

L T (in a diamond) B T below, 50 barrels Alum, shipped by J. W. Jones.

H H, 50 bales Cotton, shipped by D. D. Cama & Co.

A up, P B (in a diamond) 19 B below, 25 bales Yarns, shipped by W. H. Nott & Co.

A H 125 A B (in a diamond), 2 casks Hardware, shipped by Stevens & Co.

L V up, P & Co. below, 1,000 bundles bar Iron, shipped by Reynolds & Co.

G N up, P below, 20 bales Merchandize, shipped by J. Pender & Co.

T R E, 40 bales Merchandize, shipped by G. King & Co.

B (in a diamond) F below, 9 cases Cotton, shipped by G Collee & Co.

THEATRE ROYAL, GRANT ROAD.

Sole Lessee ..... Mr. DAVE CARSON.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

WEDNESDAY, 9TH FEBRUARY 1870.

GO AND HEAR

DAVE CARSON

AS

THE PARSEE.

GO AND HEAR

MISS FANNY WISEMAN'S

WEST COUNTRY DITTY.

GO AND HEAR

THE GERMAN STUDENTS.

GO AND HEAR

Mons. SEMELADIS and Mrs. DAVE CARSON'S MUSICAL MELANGE.

GO AND HEAR

Mr. F. H. POLLOCK'S

MYHIEMYPOPMYTWEEDLUMTWEE.

GO AND SEE

THE SPECTRE BRIDEGROOM.

PROGRAMME.

Part First.

DAVE CARSON'S MINSTRELS.

Introductory Prelude	Full Band.
Opening Chorus ("Daughter of the Regiment").	Company.
O'er the hills, Bessie	Mr. S. Herberte.
Sheep-washing Day	Mr. O. Deering.
Mill May	Mr. W. Burton.
The Birds will come again	Mr. S. Herberte.

Part First will terminate by

DAVE CARSON

Yelling his Original Screech,

KUTCHPERWANIE MARI JHAN.

OVERTURE ..... Orchestra.

Part Second.

ARIA ..... "La Figlia del Reggimento."

Mrs. DAVE CARSON.

THE GERMAN STUDENTS.

Messrs. HERBERTE, BURTON, DEERING, and CARSON.

Come all you Lads that do live at a distance ..... A West Country Ditty.

MISS FANNY WISEMAN.

"I'm the happiest Fellow out."

Mr. F. H. POLLOCK.

VIOLIN SOLO ..... Clochette de Paganini.

Mons. SEMELADIS.

Part Second will conclude by

DAVEJEE CARSONJEE

Relating his wonderful Dream of Bombay seven years hence.

OVERTURE ..... Orchestra.

The Evening's Entertainment will terminate with the laughable Farce, entitled,

THE SPECTRE BRIDEGROOM.

Reserved Seats can be obtained at Messrs. SOUNDY & Co.'s, Hummum Street.

Doors open at 8-15. Performance to commence at 9 P.M.

TO-MORROW, THURSDAY, Feb. 10TH, 1870, the Comedy of

NAVAL ENGAGEMENTS,

and the Burlesque of

THE LADY OF LYONS,

ill be presented.

NEW ADVERTISEMENTS.

THE NEW VICTORIA THEATRE, GRANT ROAD.

Messrs. ABECCO, HORDEN, and GOULSTONE'S

STAR COMBINATION TROUPE,

After a brilliant and successful tour through the Australian Colonies, New Zealand, China, and Japan, have arrived in Bombay, where they intend giving a series of Entertainments at the above Theatre.

GRAND OPENING NIGHT, MONDAY, 14TH FEBRUARY, 1870.

MISS ANNIE HILL,

The popular Characteristic Vocalist, Dansouse, and Comedienne, will appear each evening in her great Comic Songs (English, Irish, and Scotch), Dances, &c.

SIGNOR RAFFAELE ABECCO,

The great Tenor and Harpist, in his beautiful Ballads and Harp Solos.

PROFESSOR H. GOULSTONE,

The celebrated Solo Pianist, Violinist, and Buffo Singer, will each evening perform his Grand Combination Solos, and playing several instruments at the same time.

The Theatre is fitted with every accommodation, brilliantly lighted and well ventilated, and is arranged to seat 1,200 people.

TICKETS at SOUNDY'S.

STEAM FERRIES to GREAT EASTERN.

Fare there and Back, 1 Rupee.

The well known Steam Passenger Barges THISTLE and SHAMROCK, fitted with Awnings and Seats, will leave the Apollo Bunder TO-MORROW, every hour, from 9 A.M. till 6 P.M. For Tickets apply to Adelphi Hotel and JAMSETJEE DORABJEE, at the Apollo Bunder.

Bombay, 9th February 1870.

NOTICE.—TWO GOLD WATCHES, by McCabe, London, which are believed to have been stolen, are now lying in the Office of the Commissioner of Police, Mazagon, for identification; and will be returned to the persons with whom they were found, or otherwise disposed of, unless claimed within 21 days from this date.

A. EDGINTON, Deputy Commissioner of Police.

Police Office, 8th February 1870.

CHARACTER WIGS,

BY A "THEATRICAL" MAKER,

ON SALE BY

TREACHER & Co. (Limited).

BOMBAY YACHT CLUB.

A REGATTA will take place on THURSDAY the 3rd March, under the patronage of His Excellency Sir R. S. Vesey Fitzgerald, K.C.S.I., when the following PRIZES will be offered for competition:—

First Race—Sailing Match for Ships' Boats, of any rig or size. No time allowance for tonnage. Entrance fee Rs. 5. First prize, Rs. 100; second, Rs. 50; third (given by the Commodore of the Club), Rs. 20; and fourth, Rs. 25.

Second Race—Sailing Match for the Augusta (schooner) and Mary Queen, Sea Queen, Cinderella, and Ianthe (lateen), handicapped. Entrance Rs. 15. First prize, Rs. 175; second, Rs. 50.

Third Race—Sailing Match for Yachts, of cutter and schooner rigs. Time allowance for tonnage according to Club's scale. Entrance Rs. 10. First prize, Rs. 100; second, Rs. 30.

Fourth Race—Sailing Match for Gigs, pulling, of lateen and sliding gunter rigs. Time allowance for tonnage. Entrance Rs. 10. First prize, Rs. 100; second, Rs. 30.

Fifth Race—Sailing Match for Dubash Boats. No time allowance for tonnage. Entrance Rs. 5. First prize, Rs. 95; second, Rs. 30 (if more than two boats start).

Sixth Race—Rowing Match for 4-oared Ships' Cutters, limited to 25 feet over all. Entrance Rs. 5. Not fewer than four boats to start. First prize, Rs. 80; second, Rs. 20.

Seventh Race—Rowing Match for double-backed Launches or Cutters. Entrance Rs. 5. Not fewer than four boats to start. First prize, Rs. 100; second, Rs. 50.

Eighth Race—Rowing Match for 5 or 6-oared Ships' Cutters. Entrance Rs. 5. Not fewer than four boats to start. First prize, Rs. 70; second, Rs. 40; third, Rs. 20.

The course for the Sailing Matches will be four flag-ships sta' tioned between Dolphin Rock to a flag-boat near the south end of Caranjah shoal, thence round the inner light ship and back to the flag-ship, arriving between her and a flag-boat moored outside of her. Yachts of the second race twice round the course; all others once round.

The course for the Rowing Matches will be from the flag-ship to a flag-boat moored near Oyster Rock and back.

The Sailing Rules of the Bombay Yacht Club (excepting No. 1) will be observed at this Regatta, and such additional regulations as the Committee may think it advisable to make for the occasion.

Entries and entrance money for the different races must be sent in to the undersigned on or before THURSDAY, 24th February, with particulars as to rig and tonnage, and the distinguishing flag intended to be carried.

James Ranken, } Joint Honorary Secretaries.
E. Doering, }

Bombay, 8th February 1870.

IN the COURT for the RELIEF of INSOLVENT DEBTORS, BOMBAY.

In the matter of LUCKMIDASS MEGJEE, who lately carried on business through the means of his Moonim, Veloo Moorgee, as a General Merchant in Bombay, Mangalore, and in Cutch Mandvee, under the name and firm of MEGJEE LALJEE, an adjudged Insolvent.

Whereas a joint petition for adjudication in Insolvency, verified by the joint affidavit of Lalljee Moorarjee, a partner in the firm of Bhowan Heerjee and Gungjee Moorarjee, of Bombay, Hindoo inhabitants, two of the creditors of the said firm of Megjee Lalljee, was filed in this Honourable Court on the Thirteenth day of January, One Thousand Eight Hundred and Seventy, and that the said Luckmidass Megjee has been duly adjudged insolvent under Section IX of the Indian Insolvent Act, he is hereby directed and required under Section XI of the said Act to file in my office a Schedule in the form in Schedule C to the said Act annexed, within thirty days from the date hereof.

R. B. BARTON, LL.D., Clerk of the Court.

Court House, Clerk of the Court's Office, Fort, Bombay, this 7th day of February 1870.

NOTICES.

TOWN HALL.

THURSDAY, FEBRUARY 10TH, 1870.

PROFESSOR BUSHELL begs to return his sincere thanks to the Ladies and Gentlemen who afforded him so much support on Saturday last, and in compliance with a general request he will delay his departure from Bombay to give ONE MORE SEANCE on

THURSDAY, 10TH FEBRUARY.

NATIVE LADIES.

In reply to the many enquiries from Native Gentlemen who had the honour to witness the private performance on Thursday, 3rd inst., before His Highness the Rajah of Junkhundee, Professor Bushell begs to intimate that the Private Gallery at the end of the Town Hall will be screened, so that, unseen, Native Ladies can view the performance. The Gallery is reserved for Native Ladies and Children only.—Rs. 3 each.

Private entrance under the Portico.

Tickets at Soundy & Co.'s

PRICES OF ADMISSION.

First Class	Rs. 5 | Third Class ..... Rs. 2
Second Class	„ 3 | Fourth „ ..... „ 1
Native Ladies' Gallery	Rs. 3

Reserved Seats and Seats in the Native Ladies' Gallery may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Hall can be seen.

Doors open at 8-0. Performance to commence at 8-45 P.M. Carriages may be ordered for 11 o'clock.

NOTICE.—Referring to former Advertisements stating that in future my business would be carried on under the Style and Firm of COOKE & CO., I hereby beg to inform my constituents and the public that it will be continued and carried on under the style of N. KHYRAZ & Co., and not COOK & Co. as previously notified.

NANSEE KHYRAZ.

13 Meadow Street, Bombay.

RUSTOMJEE JAMSETJEE JEJEEBHOY'S ESTATE.—A FOURTH and FINAL DIVIDEND at the rate of ELEVEN ANNAS per cent. on admitted Claims will be PAYABLE to all CREDITORS from and after WEDNESDAY next, the 9th instant.

Ardaseer Hormusjee, } Trustees of the Estate of Rustom-
Framjee Jamsetjee Jejeebhoy, } jee Jamsetjee Jejeebhoy, under
James Ranken, } Act XXVII of 1865.

Elphinstone Circle, 5th February 1870.

NOTICE TO CONTRACTORS.—The Executive Engineer, Kirkee, is prepared to receive TENDERS on or before the 15th instant, for the construction of a POWDER MAGAZINE, with subsidiary Buildings and Compound Wall.

2. Plans and Specifications may be seen, and further particulars obtained, on application at the office of the Executive Engineer, Kirkee, during office hours.

3. The Executive Engineer does not bind himself to accept the lowest or any tender.

W. S. HOWARD, Executive Engineer, Kirkee.

Executive Engineer's Office, Kirkee, 2nd February 1870.

GREAT INDIAN PENINSULA RAILWAY.

CONTRACT FOR PRINTING.

TENDERS are invited for the SUPPLY of PRINTED FORMS, loose and bound, required by the Company for a PERIOD of ONE YEAR.

All particulars, together with a complete list of the Forms, may be obtained on application at the Storekeeper's Office, Byculla.

If deemed advisable the work will be let in several Contracts.

Sealed Tenders will be received by the undersigned at the Company's Offices, Elphinstone Circle, up to SATURDAY, the 26th instant.

The Agent does not bind himself to accept the lowest or any tender.

The Agent may demand from the persons whose tenders may be accepted Security for the due fulfilment of their Contracts.

W. WARDEN MORICE, Storekeeper.

Byculla Stores Office, 3rd February 1870.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 239 of 1868.

Nowrojee Cowasjee Sawyer ..... Plaintiff.

vs.

Nusserwanjee Dinshaw Sawyer and another ..... Defendants.

PURSUANT to a Decretal Order of the High Court of Judicature at Bombay made in the above suit, which Order bears date the Twenty-first day of November, One thousand eight hundred and sixty-eight, NOTICE is hereby given, that all persons claiming debts or liabilities affecting the Estate of the late COWASJEE ARDASEER SAWYER, deceased, the Testator in the said pleadings in this suit mentioned, who died in Bombay on or about the Twelfth day of October, One thousand eight hundred and fifty-four, are hereby required to file such claims, in writing, in my office in the Court House, within one month from the date hereof, or in default thereof they will be peremptorily excluded from the benefit of the said Decretal Order.—Dated this 15th day of January 1870.

CHARLES E. FOX, Commissioner.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co., WINE MERCHANTS TO HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Established in Bombay in the Year 1842, in London and Bordeaux 1815.

CUTLER, PALMER, & Co. respectfully solicit a continuance of the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom, from the extensive nature of their business, they can offer better value than their competitors in Bombay.

DRY CHAMPAGNES.

MAGNUMS, Finest Dry	Labelled	Rs. 74	0
FINEST DRY Sparkling, Gold Foil,	„	„ 36	0
FINE SPARKLING, Silver Foil,	„	„ 32	0
GOOD SPARKLING, for Ball purposes	Ditto	„ 27	0

Rs. 19 8 / 17 8 / 14 0

GERMAN WINES.

NONPAREIL SPARKLING HOCK and MOSELLE, Gold foil, Labelled and Branded		Rs. 36	0
SPARKLING HOCK and MUSCATEL MOSELLE, Silver foil		„ 32	0
MOSELLE, Still,	BRAUNBERGER	„ 25	0
HOCK, „	JOHANNISBERGER	„ 42	0
„ „	MARCOBRUNNER	„ 34	0
„ „	FORSTER TRAMINER	„ 34	0
„ „	RUDESHEIMER	„ 26	0
„ „	HOCHEIMER	„ 23	0

19 0 / 17 8 / 14 0 / ... / 12 8

CLARETS.

	Qts. per doz.	Pts. per doz.
A 1—CHATEAU LATOUR, or MOUTON, Gold Capsule, Labelled & Branded	Rs. 30	0 Rs. 16 0
CHATEAU RAUZAN, Black capsule, „	25	0 „ 14 0
CHATEAU LEOVILLE, Blue capsule, „	22	0 „ 12 0
CHATEAU PALMER, Blue capsule, „	22	0 „ 12 0
CHATEAU LAROSE, Yellow capsule, „	18	8 „ 10 8
ST. JULIEN, Green capsule, „	17	0 „ 10 0
MEDOC (Cantenac), Red capsule, „	15	8 „ 9 0
MEDOC, White capsule, „	13	8 „ ...
SAUTERNE, Red capsule, „	22	0 „ 12 0

BURGUNDIES—RED OR WHITE.

CHAMBERTIN, Labelled and Branded		Rs. 32	0 Rs. 17 0
NUITS,	ditto	„ 26	0 ...
MACON,	ditto	„ 21	0 ...
CHABLIS,	ditto	„ 22	0 ...

SPIRITS.

COGNAC, superior very Old Pale, Black capsule		Rs. 32	
COGNAC, superior, Old Pale,	Yellow capsule	„ 28	
COGNAC, Pale,	White capsule	„ 25	
RUM, superior Old Jamaica, 1st quality		„ 22	
GIN, London Old Tom, 1st quality		„ 21	
WHISKY, 1st quality, Irish		„ 23	
„ „	Scotch	„ 21	
GENEVA, in flasks (1 dozen in a case)		„ 21	

SHERRIES,

	Rs. as.
AMONTILLADO, very choice and superior	32 0
AMOROSO, very choice, full flavored, soft, Pale	28 0
SHERRY, GREEN SEAL, full bodied, light Gold colour, Nutty and Dry	22 0
Do. BLUE SEAL, extra Pale, Dry and delicate	22 0
Do. BROWN SEAL, very Pale, Dry and delicate	22 0
Do. YELLOW SEAL, Pale and Dry—an excellent Dinner Wine	18 8
Do. WHITE SEAL, an ordinary Dinner Wine	15 0
MARSALA, Virgin Pale	15 0
EAST INDIA MADEIRA (one voyage),	choice 33 0

PORTS.

	Qts.	Pts.
A 1—OLD CRUSTED, choice	Rs. 36	0
A 1—GOLD SEAL, an Invalid's Wine, full and fruity	„ 30	0
BLACK SEAL, a Dessert Wine—mature	„ 24	8 14 0
RED SEAL—a good quality Wine	„ 18	0 ...

LIQUEURS.

The finest: cheap French or English imitations we do not ship.

	Qts.	Pts.
CURACOA, finest Amsterdam, Orange or White	Rs. 40	22 0
MARASCHINO DI ZARA	„ 40	22 0
CHERRY BRANDY, best Copenhagen	„ 30	16 0
ORANGE BITTERS (the best)	„ 20	...

We take shipping orders for Wines in Wood.

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Pipe) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS and other Spirits, according to age, at per Gallon.

MESSRS, on comparing our quotations with London invoices (taking care to add thereto all charges for Agency, Freight, Duty, &c.), will find that Wine, &c., can be supplied them as economically from our Bombay Godowns as from London houses direct, while our Stocks afford much choice for selection.

TRADERS buying over 30 dozen at any one time are allowed very liberal discount and credit.

CUTLER, PALMER & Co., DEAN LANE, BOMBAY.

BASS'S BEER, bottled by J. B. Drayton and Co.

4 dozen quarts Rs. 22
8 „ pints „ 28

GRINDLAY, GROOM, & Co.

BASS'S BEER, bottled by The London and Burton Co., Limited.

4 dozen quarts Rs. 22
8 do. pints „ 28

GRINDLAY, GROOM, & Co.

FOR SALE, at the Godowns of the undersigned, a quantity of CANVAS.

Messrs. Thomas Dunkin & Sons' BRANDIES.

Champagne Cognac, in 1 and 3 doz. cases, at		Rs. 22	per doz
Vieux „	Do.	„ 16	„
Cognac „	Do.	„ 16	„
Also			
Sauterne, in 1 doz. cases, at		„ 14	„

Ayala Alebrecht's CHAMPAGNE.

Quarts in 1 dozen cases at		Rs. 30	„
Pints in 2 „		„ 16	„
Messrs. Ross Moore & Co.'s CLARET.			
In 1 and 3 dozen cases at		Rs. 13	per doz.

RENNIE, SCOVELL, & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, the following Wines, shipped by Messrs. Finke & Co., Bordeaux:—

CLARET.—Medoc St. Julien	each case	4 doz.	Rs.	10	per doz.
Do. Pauillac	„	4	„	12	„
1864 Mouton d'Armaillacq	„	1	„	15	„
1864 Chateau Larose	„	1	„	25	„
1864 Chateau Lafite	„	1	„	25	„
BRANDY.—Robin & Co.'s 3 years old	„	1	„	22	„
Do. do	„	1	„	30	„
Finke & Co.'s fine Champagne Cognac	„	1	„	30	„
SHERRY.—Gibb & Bruce's yellow seal	„	2	„	16	„
Do. green	„	2	„	18	„
Do. Amontillado	„	2	„	26	„
Robertson's brown seal	„	1	„	14	„
Do. blue do	„	1	„	16	„

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON'S WINES.

	1 doz. quarts.	2 doz. Pints.
CLARETS.		
Médoc Ordinaire C. T.'s No. 4	18 0	17 0
St. Emilion, C. Tovey's No. 3	20 0	22 0
St. Julien, ditto No. 2 C	24 0	28 0
St. Estéphe, ditto No. 2 B	30 0	32 0
Margaux, ditto No. 2	36 0	38 0
Charles Tovey's No. 1	40 0	42 0
BORDEAUX—WHITE.		
Haut Sauterne	25 0	27 0
BURGUNDIES—WHITE.		
Pouilly	25 0	27 0
Chablis	30 0	32 0
BURGUNDIES—RED.		
Beaune	30 0	32 0
C

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

Good inquiry for Colaba shares, at Rs. 1,550.

CALCUTTA.—3RD FEBRUARY, 1870.

Government Securities—The sales reported in 4 per cents were at Rs. 96-4 or 4-12 discount. Public Works 5 per cents sold at Rs. 102-2. Some purchases of 5 per cents of 1856-57, were made at Rs. 108-2, 108-3 and 108-4, and small pieces at 2 to 4 annas higher. The transactions in 5½ per cents were at Rs. 102-14.

Several large and small amounts of 6 per cent Municipal Debentures were bought by speculators and investors, at Rs. 107-6 and 107-8.

The following transactions in shares were reported to-day—

East India Railway Stock, a small amount at Rs. 244 per £20.

Port Canning Land Investment, &c., Co.'s shares at Rs. 260.—*Englishman.*

BANK OF BENGAL.

THE statement of the affairs of the Bank of Bengal for the week ended the 1st February, compared with the return for the previous week, yields the following results :—

LIABILITIES.				
Reserve Fund	Rs.	2,375	0	0 decrease.
Try. B'ances. at Hd. Office ...	,,	16,69,459	0	11 increase.
,, ,, Branches	,,	1,57,958	14	8 decrease.
Other Deposits	,,	14,64,126	2	6 decrease.
Bank Post Bills	,,	1,23,288	3	3 increase.
ASSETS.				
Govt. Securities	Rs.	1,50,037	8	0 decrease.
Loans on Govt. Securities ...	,,	1,73,780	0	0 decrease.
Accts. of Credit on do.	,,	70,748	7	11 decrease.
Mercantile Bills Discounted...	,,	5,52,107	14	0 increase.
Cash at Head Office	,,	4,81,319	10	8 increase.
Do. Branches	,,	4,50,372	10	7 decrease.

MILITARY.

ARRIVALS.—FEBRUARY 8.

Aitken, Colonel, Royal Artillery, on duty, from Poona.

Johnson, Surgeon, Bombay Medical Staff, on sick leave, from Poona.

Martin, Lieutenant, Royal Artillery, on leave, from Neemuch.

Ashe, Captain, 8th Regiment N. I., on medical certificate, from Ahmedabad.

Hoskins, Captain, Royal Artillery, on medical certificate, from England.

Donaldson, Surgeon Major, Madras Medical Department, on privilege leave, from England.

Hall, Veterinary Surgeon, Royal Artillery, on medical certificate, from Agra.

Semple, Staff Surgeon, British Medical, on duty, from Deolalee.

Irodell, Captain, 20th Regiment N. I., on duty, from Poona.

Hughes, Captain, Brigade Major, Royal Artillery, on medical certificate, from Rawul Pindee.

DEPARTURES.—FEBRUARY 8.

Smith, Major, Staff, on duty, to Persian Gulf.

Moore, Major, Staff Corps, on leave, to ——.

Westley, Captain, 41st Regiment, on leave, to Subathoo.

Kelly, Lieutenant, 51st Regiment, on leave, to Subathoo.

Warner, Lieutenant Colonel, 20th Hussars, on leave, to Umballa.

Anderson, Colonel, Political Agent, Kattywar, on leave, to Rajpoot.

Hogg, Major, Assistant Quarter Master General, to join, to Poona.

GENERAL ORDERS BY THE LIEUTENANT-GOVERNOR OF BENGAL.

(Calcutta Gazette, Feb. 2.)

MR A J Elliot to officiate as Civil and Session Judge of Shahabad, until further orders.

MR P S Melvill, Offg Fifth Judge Calcutta Court of Small Causes, is allowed leave of absence for one month.

Lieut J T Whish, S C, Assist Engr, P W Dept, is posted to the Assam Circle.

MR A H Tyndall, Assist Engr, P W Dept, attached to First Pres Div, passed in the colloquial Hindustanee on 17th Jan.

MR J S Carry, Assist Engr, P W Dept, is transferred from the Burhee Div, Grand Trunk Road, to the Burraker Div.

MR J Campbell, Assist Engr, P W Dept, to officiate as Exec. Engr, Pooree Div, from 8th April 1869.

GENERAL ORDERS BY THE GOVERNMENT OF MADRAS.

(Fort Saint George Gazette, Feb 1.)

Mr. Henry John Stokes, to be Assistant to the Collector and Magistrate of Tanjore, and to act as Sub-Collector and Joint Magistrate of that District during the absence of Mr. Hathaway on leave, or until further orders.

Mr. P. A. Cole, to be Deputy Collector and Magistrate of the 3rd Class.

Mr. T. Pritchard, to be Deputy Collector and Magistrate for general duty in Salem—to join on the expiration of his leave.

Mr. Richard Wellesley Barlow, to officiate as Civil and Sessions Judge of Chingleput, during the absence of Mr. Foord on leave, or until further orders.

Mr. John Cameron, to act as Judge of the Court of Small Causes at Tellicherry, during the employment of Mr. Barlow on other duty, or until further orders.

Captain Henry William Blair, Staff Corps, to officiate as Assistant Superintendent of Police, 1st Class, in Cuddapah—to join on being relieved from charge of the Trichinopoly District by Captain Hodges.

Major F. G. Hankin, of the Staff Corps, to act as Examiner of Railway Accounts during the absence of Captain C. J. Moberly on furlough, or until further orders.

Colonel J. Bean, R. E., Acting Superintending Engineer, to be Superintending Engineer of the Second Class, First Grade, vice Colonel Wilkison.

Captain H. L. Prendergast, R. E., Executive Engineer of the first grade, to act as Superintending Engineer of the Second Class, during the absence of Colonel Boileau, or until further orders.

The following transfers are ordered :—

Captain J. N. Hunter, R. E., Executive Engineer of the second grade, from the Kurnool District to the Presidency—to join.

Mr. W. Fraser, Executive Engineer of the second grade, from special duty in the Madras District, to the Kurnool District.

Captain J. O. Hasted, R. E., from the North Arcot District, to special duty in the Madras District.

Major F. G. Hankin, of the Staff Corps, is permitted, at his own request, to resign his appointment of Executive Engineer of the 4th grade, in the Public Works Department.

MILITARY DEPARTMENT.

The Right Honorable the Governor in Council is pleased to make the following appointment :—

Captain W. D. B. Ketchen, of the Cavalry General List, to be attached to His Excellency the Governor's Body Guard, until further orders.

The undermentioned officers are permitted to proceed to Europe :—

Lieutenant-Colonel J. P. Watts, of the Staff Corps, Assistant Commissary General, on furlough (medical certificate) for two years, and to embark from Calcutta or Bombay.

Lieutenant-Colonel J. T. Clarke, of the Staff Corps, Wing Officer 33rd Regiment Native Infantry, on furlough (medical certificate) for two years, and to embark from Bombay.

Lieutenant-Colonel T. C. Longcroft, Staff Corps, Officiating Deputy Adjutant General, on furlough for two years, and to embark from Madras.

Major J. H. M. Shaw Stewart, of the Royal (Madras) Engineers, Consulting Engineer for Railways, on furlough for two years, and to embark from Bombay.

Lieutenant E. H. Eyre, Staff Corps, Adjutant 38th Regiment Native Infantry, on furlough (medical certificate) for two years.

Surgeon C. A. Andrews, Civil Surgeon and Superintendent of the Jail at Kurnool, on furlough for six months, and to embark from Madras.

The Right Honorable the Governor in Council is pleased to make the following appointment :—

Lieutenant-Colonel Hugh Beetkee O'Connell, of the Staff Corps, 2nd in Command and Wing Officer 18th Native Infantry, to officiate as Deputy Adjutant General, during the absence on furlough to Europe of Lieutenant-Colonel Longcroft or until further orders, with effect from the date of embarkation of the latter officer.

The following promotions are made, subject to Her Majesty's approval :—

Medical Department.

Surgeon John Liston Faule, M. D., and A. M. and Surgeon John George Gibbs, to be Surgeons-Major, with effect from the 20th January 1870, having completed 20 years' service.

Asst-Surgeon Henry John Beach to be Surgeon, with effect from the 27th January 1870, having completed 12 years' service.

Lieutenant-Colonel F. J. Goldsmid, of the Staff Corps, Chief Director, Indo-European Telegraph, now in England, is granted a furlough for one year, from the 1st February 1870, under the Regulations of 1868.

SHIPPING.

DAILY FREIGHT REPORT—8TH FEBRUARY.

London...	Cotton	£2 0s 0d.	Nom.p.ton
	Cases	£2 0s. 0d. to £2 5s. 0d.	
	Seeds	£1 10s. 0d.	
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 15s. 0d.	,,
	Wooden Ships ,,	£1 7s. 6d. to £1 10s. 0d.	
	Myrabolns & Coir bulk	£0 10s. 0d. to £0 12s. 6d.	
	Seeds	£0 15s. 0d. to £1 0s. 0d.	
Havre.....	Cotton	£2 2s. 0d.	
	Coffee	Nominal	

ARRIVALS.

Feb.	Vessel.	Commander.	From.
8	Tim Whiffler	Cotter	Liverpool, Oct. 21.
	Codabux	Howe	Calcutta, Jan. 2.
	Michael Scott	Llewellin	London, Oct. 7.
	Malabar	Godge	Busbire, Feb. 15.
	Mauritius (s)	Corry	Liverpool, Sept. 23.
	Juventa	Holst	Liverpool, Sept. 13.
	H. M. S. Malabar	Rech	Suez.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
8	Seaforth	Woodworth	Diamond Island.

The ship Anazie, to Falmouth, began to load yesterday.

BENGAL.

The Telegraph of February 3rd has the following :—

ARRIVALS—Steamer Magdala, [S], E Thompson, Bombay 15th January ; ship Glenroy, [S], Mr Adley, Bombay 9th December 1869 ; and Indian Empire, [S], Blackman, London 14th October 1869.

DEPARTURES—Ship Saint Hilda, and barque River Boyne.

MADRAS.

ARRIVALS—February 2nd, Mahratta s s, A Scott, Bombay, and Asia s s, J Peterson, Calcutta

DEPARTURES—February 2nd, Mahratta s s, Scott, Calcutta, February 3rd, Furnace, Phillips, London, and Asia s s, Peterson, Bombay.

Passengers arrived per Mahratta s s—Mr Brom.

For Coconada—Mr and Mrs Fanchew, Mr A G Montbrun, Mr A Pornon.

Per Asia—Captain A J Pearse, Captain and Mrs Rowlandson, Sergeant Whittley and wife, Mr Wit er.

Passengers sailed per s s Mahratta—To Coconada—Mr Leeot, Lieutenant Colonel W J Wilson, Mr C Phillips, Mrs Helms

To Vizaga stam and back —Colonel J Kisson, Mr Lee Warner.

To Gopsalpore—Apsay R Huffton and daughter, and Mr Thoma. S aw.

To Calcutta—Mr s Anderson, Mr James Townsend.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions ; Banking and Mercantile Ledgers, Memo. Heads, &c., &c. ; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.
BOMBAY GAZETTE STEAM PRESS.

IN consequence of the large number of persons who wish to visit the GREAT EASTERN, the Ship will be THROWN OPEN to VISITORS again on THURSDAY at the usual charge of TWO RUPEES, but that will positively be the LAST DAY that Visitors can be admitted under any circumstances. ROBERT C HALPIN,
Commanding B. Indian Telegraph Expedition.
Bombay, 8th February 1870.
TICKETS may be had at the "Bombay Gazette" Office, Medow Street.

BOMBAY PHILHARMONIC SOCIETY.—The USUAL PRACTICE will take place THIS EVENING in the Town Hall at 5 P.M.
ALFRED WAKE,
Bombay, 9th February 1870. Honorary Secretary.

BOMBAY SCOTTISH EDUCATION SOCIETY.

COMMITTEE.
JOHN CONNON, Esq., Chairman.
CHARLES MACDONALD, Esq., Deputy Chairman.

James Arnott, Esq., M.D.	Hamilton Maxwell, Esq.
Thomas Blaney, Esq.	W. Nicol, Esq.
Rev. D. C. Boyd.	J. Rankin, Esq.
J. W. Brown, Esq.	A. F. Shepherd, Esq.
H. D. Dods, Esq.	N. Spencer, Senior, Esq.
D. Graham, Esq.	G. Ramsay Wilson, Esq.
John Macfarlane, Esq.	Rev. John Wilson, D.D.
Rev. D. Macpherson.	James Windram, Esq.

FORT SCHOOL—8, HORNBY ROW.
Under MR. MACDONALD AND MISS COLLETT.

BYCULLA SCHOOL—OLD ADELPHI HOTEL.
Under MRS. MACDONALD AND MR. MCAFEE.

Instrumental Music taught in both Schools by Herr Schmuck.

It is the object of this Society to provide for Pupils of both sexes a systematic and extended course of instruction in all the branches usually taught in first-class Educational Establishments. The Fort School has been recognised by the Director of Public Instruction as a High School teaching up to the Standard prescribed for Matriculation at the University.

The Course of Instruction comprises :—

Holy Scripture.	Geography, Political and
English Grammar and Composition.	Map-Drawing. [Physical.
Writing and Arithmetic.	Algebra and Euclid.
History.	Latin.
	Marathi.
Music, Vocal and Instrumental.	
Plain and Fancy Needle-work.	

FEES :—First and Second Classes..... Rs. 5 per month.
Third Class..... ,, 7½ ,,
Fourth and Fifth Classes..... ,, 10 ,,
Four members of a family are charged as three.
Fee for Instrumental Music..... Rs. 10

BOARDERS.—The greatly increased accommodation secured by the removal of the Teachers' residence to Byculla, has enabled Mr. and Mrs. MACDONALD to make ample provision for the reception of Boarders.

D. C. BOYD,
D. MACPHERSON, } Joint Secretaries.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

TAYLOR—NITCH—February 7th, at Byculla Church, Bombay, by the Rev. G. C. Reynell, William Brounger Taylor, of Assegurth, C. P., eldest son of Francis Taylor, Surgeon, of Romsey, Hampshire, to Mary Anne Sophia Nitch, only daughter of the late Alfred Henry Nitch, of Cape Town, Cape of Good Hope.—No cards.

MADRAS.

MARRIAGE.

BARNETT—GARDINER—February 2nd, at the Emmanuel Church, Madras, by the Rev. C. E. Kennet, (the uncle of the bride,) Mr. Edmund Barnett, to Charlotte Kennet, the eldest daughter of Mr. R. F. Gardiner.

DEATH.

ATKINSON—February 3rd, at his residence, Atkinson's Road, Vepery, E. S. Atkinson, Esq., Deputy Collector of Sea Customs, Madras, aged 55 years, 2 months and 26 days.

NORTH-WEST PROVINCES, &c.

DEATH.

PURDON—January 20th, at Roy Bareilly, Oude, Richard Kilroy, the infant son of J. E. Purdon, Esq., M. B., Staff Assistant Surgeon, aged 6 days.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."
Bombay Gazette Office, Bombay.

The Bombay Gazette

WEDNESDAY, FEBRUARY 9, 1870.

THE public, we believe, may now be satisfied that Bombay will do its duty—nothing more is needed—on the occasion of the Duke of Edinburgh's visit. It is satisfactory to know that a large sum of money has been subscribed, and that it will be probably larger. The question is, what to do with it? We say spend it—spend it on shows and demonstrations essentially popular. Let much-talked of "Tamasha" have it all his own way, and hold saturnalia during the Duke's sojourn. We do not pretend to suggest any form of display to men so well acquainted with the popular taste as the Reception Committee ; but we venture to remark that the aim should be to gratify the people as well as to honour the Prince. There seems to be nothing broad and bold, in which all can share, save illuminations and fireworks. The prettiest and most fanciful—we had almost said poetical—form of illumination is that of the Dewallee. The native mode excels the garish ostentation of our European fashions, as the stars excel the gas-lamps. Even on a small scale, the every day illumination of two compounds and bungalows on Monday night, was most effective. Last year Sans' Souci was converted into a fairy scene by a liberal and tasteful use of lamps. But we can imagine a sort of transcendental show on the native principle, especially if coloured fires be judiciously employed, which would surpass anything yet seen in Bombay. Let the money, then, be spent without stint, and let the result be something that will transfix the popular mind. The people have none too many "tamashas ;" and this is an occasion for a really good popular holiday. We should deprecate the application of the money to anything permanent. It is to commemorate a fugitive visit ; let the rupees be fugitives also.

On the other hand, as many Chiefs, and perhaps H. H. the Gaekwar, will be here, and as it is understood that considerable sums are already promised, it would be proper to sink these in a permanent memorial. Some striking and generally beneficial improvement might be effected, some grand piazza made, or some hospital or school for the people founded with any funds which may flow from the treasuries of native magnates. No doubt all this will be duly cared for in addition to the popular manifestation. It is certain that the official reception will be up to the mark. Sir Seymour Fitzgerald is sure to play his part handsomely. We need not enter into particulars, but no second sight is required to anticipate a State Ball at Parell, and visits to Vehar and Elephanta. After all, the most magnificent spectacle we can show his Royal Highness is that Harbour which Sir Stafford Northcote thinks such a small affair. It will be a pity, however, if time should not permit the Duke of Edinburgh to see the Bhore Ghaut and visit Poona.

In addition to the contemplated Army reductions given in our issue of Saturday last, the following have been supplied to us by a correspondent as positively about to take place in the Royal Artillery :—

The F Brigade Royal Horse Artillery to be reduced.

The D and E Brigades Royal Horse Artillery to be amalgamated.

The authority quoted for these reductions is a high official at the Horse Guards, and probably the whole thing is cut and dried, and only waiting for the proper season to be served up in India.

The brigades to be thus unmercifully smashed and rolled up are the old brigades of Indian Horse Artillery in the Presidencies of Bengal, Madras, and Bombay, whose services can be traced in the glorious history of India during the past half century. When the brigades of Indian Horse Artillery were amalgamated in 1861 with the brigade of the old Royal Horse Artillery, they were numbered from one upwards ; No. 1 being the brigade of old Royal Horse Artillery, No. 2 the 1st brigade of old Bengal H. A., No. 3 the Madras H. A., No. 4 the Bombay H. A., and No. 5 the 2nd brigade of Bengal H. A. This numbering continued in force for a couple of years when, all of a sudden at the Horse Guards, the authorities discovered that it would be advantageous to divide the ten troops of old Royal Horse Artillery, then existing as No. 1 Brigade R. H. A. into two brigades, each to consist of five troops or batteries (as they were then ordered to be designated). At the same time an extra establishment of Colonels Commandant, Colonels, Lieutenant-Colonels, and Staff were to be added for the new brigade, to give a little promotion in the old R. A. list. Some difficulty was experienced in carrying this scheme out nicely, and at last it was determined that the brigades of R. H. A. should be distinguished by letters instead of numerals, and in due course a General Order was published, making five troops of the old H. A. the present A Brigade R. H. A., and the other five the B Brigade R. H. A., and putting the Indian brigades back a step to meet this. The 1st Brigade Bengal H. A. thus became the C Brigade, the Madras H. A. the D Brigade, the Bombay H. A. the E Brigade, and the 2nd Brigade Bengal H. A. the F Brigade R. H. A.

It will now be necessary to ask when the last five troops of the old R. H. A. were raised, and the answer will be to meet the sudden demands of the Crimean war. Indian History will prove that the horse brigades of the three Presidencies existed ages prior to this ; but, in spite of this seniority and their acknowledged services, they have been obliged to take the left of the new brigade of old R. H. A. ; and now, when reductions are required, they are to be smashed and doubled up to keep their junior batteries in the B Brigade intact and complete. We are aware that it is of little use trying to avoid the coming doom, but we quote the above as one of the "benefits" (save the mark) derived by the Indian artilleries from their amalgamation with the old Royal Artillery. Such men as Charles Napier, Gough, Hardinge, Clyde, and others were wont to quote the services of the Indian Horse Artillery, when under them, as examples to others ; but those days are past, and the opinions of such soldiers go for nothing with present Army reformers.

OUR readers may remember that, on Monday, we reproduced a remarkable apology for "Khutput," which appeared in the *Bombay Times*, that we merely pointed out, in a brief commentary, the variety of euphuisms employed, instead of the plain word, bribe ; and that we asked whether our contemporary would qualify, in a similar way, the acts of "Khutput" performed in Bombay when the Gondul folk were here. Our contemporary has done us the favour to publish a rejoinder, which we reprint.

"Our daily contemporary has scarcely had due regard to its own self-respect in admitting a paragraph in yesterdy's paper containing unworthy insinuations against us which, as they require no refutation on our behalf, we simply repel—regretting that any one dealing with public questions should stoop to such weapons. The use of an obsolete designation of our paper may be recognised as a 'note' of the outside origin or prompting of the para., which may be admitted as an excuse, though a poor one, for the impropriety. Reference is also made to certain rides of ours of which it is said—'They were easily seen through by those who knew the facts.' We are glad to be assured of this ; for while incidentally it is a proof they were sufficiently lucid in style, it also goes to show that the said articles answered the purpose in view. They were intended to promote—through those finally responsible for the public interests concerned—a closer investigation into 'facts' which had been piled up before them in a rather one-sided fashion. In all these matters we endeavour, without fear or favour, to advocate only what is just, and for the public interest ; and it is not permissible for our contemporary to insinuate otherwise. Moreover, it will generally be found that time confirms the accuracy of information on which we proceed in dealing with public questions of the kind referred to."

In the first place we may dispose of an erroneous inference by stating that our comments had no "outside origin," except in so far as the extraordinary apology for "khutput" was a fact outside this office. Those comments occurred to us and were written by us without the least communication with anyone whatever. In the next place what are the "unworthy insinuations" against which indignant virtue so weakly defends itself? We reprinted the whole of his article, and will print it again if he likes. The public could judge for itself whether that article was or was not an apology for "Khutput." What is the insinuation that hurts the delicacy of our contemporary? Will he be more specific? As to the talk about stooping to such weapons—our weapon was the article we reprinted entire—we are sorry that our contemporary should set such a slight value on his works. The autocratic declaration that something is not permissible to us sounds very well, but might have been left unwritten for all the effect it will produce. It is to be regretted that our contemporary's self-respect does not impel him to refute the accusation that he published an apology for a flagrant example of "Khutput," which, as we repeat, had its parallels in Bombay not many months ago.

WE are sorry to learn that private letters were received by last mail announcing the death of Mr. Walter Knox, the late agent of the G. I. P. Railway. He died at Madeira on Christmas day.

WE understand that the Thakore of Morwee, in Kattywar, died on the 6th instant, leaving a son still a minor. The late Thakore was in the prime of manhood so far as age is a criterion, but like so many chiefs he had rapidly exhausted his vital resources. We may assume that, as in the case of Gondul, the Government will take charge of the minor and his estate.

THE "Englishman" hears that Mr. George Campbell, B. C. S., has been appointed Lieutenant-Governor of the Punjab.

COLONEL C. M. BARROW, Staff Corps, commanding H. M.'s 4th Regiment N. I., has been allowed furlough to Europe for two years, from April next, on private affairs, under rule 9th of the Furlough Regulations of 1868.

LIEUTENANT DALZELL of the 79th Highlanders, who accidentally caused the death of the mason at Delhi a short time ago, has been tried in the Lahore Chief Court. The jury pronounced him guilty of assault, with a strong recommendation to mercy, and the court sentenced him to pay a fine of 300 rupees.

WE are glad to learn that the Madras Government has resolved to disallow the recent illegal appropriation of 12,000 rupees out of the Madras municipal fund for fireworks wherewith to entertain the Duke of Edinburgh. The Municipal Commissioners themselves appear to have admitted that the grant they had proposed was an improper one.

THE Calcutta "Examiner" understands that the police have been successful in tracing the best part of the notes that were stolen from the Duke of Edinburgh's tent, but that as yet the information obtained is not of much practical value, as it is simply a discovery without detection, the stolen notes only having been found, but not the thieves.

LORD MAYO met with excellent sport at Tumlook, having succeeded in placing eight boars *hors de combat*. The "Indian Daily News" says His Excellency's love of sport lately carried him so far that he was up to his neck in water in a *jheel*, and ventures to call in question such an ardent pursuit after sport on the part of the Viceroy of India, "on whose health, and presence with his council, so many momentous interests depend." We daresay Lord Mayo will avoid getting up to the neck in water on future occasions if he can help it. It can't be a desirable position for a Viceroy or any other body to be in.

TOONGAR.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

DEAR SIR,—Will you kindly permit me to inform the public, through your columns, that the new line from the foot to the summit of Toongar Hill is now open, and is good easy riding throughout? It will be further improved by cutting and filling in the course of the month. I am also glad to say that I have a small sum available for a cleared path, from the pucka made road to the foot of the hill, which will be taken in hand without delay. Visitors should when in this stage of the journey be careful to keep to the right when they reach the stream instead of going round to Walin.

I may here state that the little hotel appears clean and comfortable, and parties can put up there without fear of inconvenience, provided they send on word the day before by a servant, there being no posts in these parts. The proprietor is also prepared to build good chuppers 30 feet by 18, with 7 feet veranda, as also four servants' rooms separate, for from Rs. 400 to 500, a facility of which I trust holders of sites will, for all our sakes, speedily avail themselves. Three sites are already built upon, and arrangements for a fourth are just completed, but we want at least a dozen to set the bazaar and other conveniences afloat.—I am, &c.,

T. C. HOPE, Civil Service.

The Boothes, Toongar, 7th February.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 31ST JANUARY.

THE CALCUTTA AND SINGAPORE TELEGRAPH COMPANY.

THE prospectus of the Calcutta and Singapore Telegraph Company has been issued with the object of laying a submarine cable from Calcutta to Singapore.

The *Army and Navy Gazette* states that it is decided not to send the 89th Regiment to India.

The transport Serapis has arrived at Portsmouth.

THE BRITISH INDIAN TELEGRAPH CABLE.

LAYING OF THE SHORE END.

A FAIR commencement has now been made in the laying of the cable which is to connect us with England. We a few days ago mentioned the fact that the land line from the shore close at the Cotton Green to the office of the British Indian Telegraph Company in Ash Lane was laid on Thursday night. This certainly was the commencement of the great work, but on Monday a far more interesting operation was performed—the laying of the shore end of the cable, for a distance of five miles from the shore. Though it is generally well known, we may state, for the benefit of those who do not know, that a "shore end" is a section of cable of much stronger construction than the deep sea cable, so as to prevent abrasion to the conductor from the wire being rubbed against rocks by the movement of the water. The ordinary deep sea cable is very little more than one inch in diameter. Its core is well protected by layers of Chatterton's compound, gutta percha, a number of spiral wires, and an outside covering of a composition of hemp, pitch, silica, &c. ; but the shore end, laid on Thursday, was nearly three inches in diameter and enveloped in a strong outside covering of thick wire, so that it weighed nearly 14 tons per mile. Notwithstanding the great strength of the shore end, however, continual rubbing against sharp rocks would in time wear through to the core of the cable and cause defective insulation, or in other words the stream of electricity which should pass through the cable to the telegraph office on shore would be weakened, or perhaps altogether interrupted by the escape of the electric fluid at the point of abrasion. It is therefore of great importance to find a bed for the shore end where it will bury itself so as to be unaffected by the force of the water when agitated in stormy weather. People might naturally think it would not be difficult to find such a bed on our coast, but in fact the coastline of our island is generally very unsuitable. A continuous line of soft mud and sand has however been found in Back Bay. From about two miles W. N. W. off Malabar Point, a tortuous, and in some places narrow, bed of mud and sand runs past Malabar Point, at a distance of about a quarter of a mile from the land, and just between the land and the long reef which almost bars Back Bay. The course of the bed then runs for some distance in an easterly direction, and afterwards south-east to the shore at the south end of the Cotton Green. This course was marked off with stakes, so that the cable might be properly laid, without passing over any of the numerous rocks to be found near.

Everything being thus ready for the shore end being laid, the work was proceeded with on Monday, and was crowned with complete success before night. Government, we are glad to know, have given the officers of the Telegraph Construction and Maintenance every assistance, and on Sunday evening a Government steam tug, with a large saddle back barge in tow, proceeded out to Back Bay, and anchored off Malabar Point to be ready on Monday morning to assist in laying the shore end. On Monday morning, the s. s. Chiltern, Captain Edginton, with the five miles of shore end on board, had steam up, and received on board about forty cable hands from the Great Eastern. Captain Halpin, Commanding the Expedition, Mr. D. Cruikshank, agent in Bombay of the Telegraph Construction and Maintenance Company, Mr. Stacey, agent of the British Indian Telegraph Company, Mr. James Moody, navigating officer of the Great Eastern, and Captain Pryce, Master Attendant, having arrived on board the Chiltern, she left her anchorage about eight o'clock to go round to Back Bay. Captain Halpin had come on board in the steam launch of the Great Eastern, and it was taken in tow by the Chiltern. The launch, having accommodation for about forty people, and being capable of going at about ten knots an hour, was found exceedingly useful throughout the day. The Chiltern was taken out under the superintendence of Mr. Corke, the experienced First Assistant Master Attendant. The moorings laid down for the Chiltern were about a quarter of a mile off Malabar Point, the point bearing north-east, and a floating flagstaff marked the spot. In approaching the anchorage, the lead was kept going, and six fathoms was found when she dropped anchor about ten o'clock. The Dockyard tug and barge, being anchored but a short distance off, came alongside the Chiltern immediately on her dropping anchor. The first matter to be attended to was the transference from the Chiltern to the barge of the two miles and a half of cable which was to be laid from the Chiltern to the shore. With this object, the barge was lashed close to the stern of the Chiltern, and a number of hands immediately set to work to get out the cable. The cable was in the fore tank of the ship, and was got out by a less number of hands than one would have thought necessary. When the wire comes out of the tank it passes over a large wheel suspended on a wooden platform as to form a pulley ; it then passes along a raised platform, which, as it approaches the stern, becomes an inclined plane, so that the cable almost runs down of its own weight ; and is then pulled along to and over the stern into the barge. The men certainly worked with a will, and the length of two miles and a half had been coiled on the barge shortly after one o'clock. While the transferring of the cable was going on, Mr. Corke, accompanied by Mr. Cruikshank and Captain Pryce, was out searching soundings and putting down floating flagstaffs as buoys along the route to be followed by the Chilten with the remaining two miles and a half. Three buoys were laid, the first in 6 fathoms, the second in 6¾ fathoms, and the third in 7 fathoms.

All being then in readiness for the paying out, after tiffin, Mr. Corke and Mr. Cruikshank got on board the tug ; and Captains Halpin and Edginton, with a number of men, on board the barge to look after the proper laying of the cable. At a few minutes after two o'clock the tug with the barge in tow started and the paying out commenced. The line passed out readily, and would in fact have passed too quickly but for an application of rope as a brake, so as to prevent too much slack. Captain Halpin himself assisted in braking the wire ; in fact, that gentleman makes it a point to see things done himself, and the energy he displays in his own active superintendence of everything is very remarkable. At this point we may incidentally remark, the scene in the bay must have been very beautiful to those on shore, as it certainly was also to those in the bay. The day was exceedingly clear, and the beautiful bay, with the Chiltern lying off the Point, flying the French national flag from her foremast, the American from her mainmast, and a large Union Jack from her stern, with the tug, gay in her bunting, the barge and the attendant boats, would have formed a magnificent picture, and it is much to be regretted that Messrs. Ritter, Molkenteller & Co. neglected an engagement they had made to take a photograph of the scene. We may here mention, however, that a photograph of the scene at the landing was taken by that firm. The tug having towed the barge to about three-quarters of a mile from the shore, it was deemed inadvisable to take her further in, and a hawser was attached to the steam launch, which carried the barge to within about 150 yards from the shore. The two boats from the Chiltern with cable hands which had formed a part of the procession soon towed the barge close ashore from this point, and immediately on her touching the ground the men jumped with a will up to their waists in the water, and a praiseworthy and amusing rivalry ensued as to who should do most in getting the cable end on shore, which was effected at about a quarter past three o'clock.

On shore, a trench had already been dug for the cable from the water's edge to the house which has been built as a testing-room for the electricians ; this house we may mention will be used by the electricians till the cable is laid as far as Aden, when the end of the shore section will be spliced with the end of the land line, and communication established between Aden and the Ash Land office. The landing of the shore end, which one would think an interesting operation, was witnessed—don't imagine we are going to say, however glad we should have been to do so, by a gay assemblage of ladies and gentlemen. No such thing. For years the people of Bombay have been crying out for a submarine cable and might have been expected to manifest a little interest in the commencement of the great work, which may be confidently expected to confer an immense boon on Bombay, yet the European community of Bombay was represented of about half a dozen or perhaps nine gentlemen ! One of these gentlemen, however, was a worthy representative of the commercial of the city, we meanthe Hon'ble Mr. Campbell. The cable having been successfully laid to the shore, the process now known by the expression "wetting the cable," was gone through—namely, drinking a bumper of champagne. Mr. Campbell, who took part in that interesting and plea-ant operation, proposed the health of Captain Halpin, the commander of the expedition, and expressed a hope that the successful laying of the shore end would be followed by like success till the grand scheme was complete. Captain Halpin's health was drunk with great enthusiasm, and three cheers and one more were given for the gallant commander. Captain Halpin thanked those present for the manner in which they had honoured the toast, and added that as they should not forget the absent, he would propose the health of Mr. John Pendir, the great promoter of the expedition, at the same time expressing a hope that the happy termination of the work so far would be an omen of the continued success of the company. Three cheers were then given for Mr. Pendir, and another three for Mr. Stacey, the Bombay agent of the British India Telegraph Company.

It was now four o'clock, and time that the party should return to the Chiltern, from which two and a half miles of cable had yet to be laid. Thanks to the power and speed of the steam launch, the entire party were soon on board, the boat with the cable hands having been taken in tow, and in a short time afterwards the Chiltern was under weigh, paying out the cable, by the ordinary paying-out apparatus. This was an operation which was soon completed, about half an hour's steaming having got to the end of the wire. The ship was then stopped, and the end made fast to a chain connected with one of the large iron buoys on board, and at 25 minutes past six o'clock dropped overboard, in 46 feet of water, the position being about two miles from Malabar Point, Kennery bearing S. 11° E., Colaba Light, S. 42° E. The Chiltern soon after made for the harbour, and arrived at her anchorage shortly after nine o'clock.

The coaling of the Great Eastern is expected to be finished on Thusday, and the big ship will almost immediately afterwards proceed to pick up the end of the shore section, splice it with the deep sea section, and proceed on her voyage to Aden.

We feel bound here to record our thanks to Captain Halpin, Captain Edginton, and the other officers and gentlemen connected with the expedition for their kindness in affording us every facility of witnessing the proceedings throughout the day. Those gentlemen whose privilege it was to be on board the Chiltern on Monday will, we feel sure, long remember their happy trip with pleasure.

THE DUCAL PROGRESS.

JANUARY 27.—This morning H. R. H. and part of his suite set out for Manato, their first march (24 miles) on the way to Ulwar. A royal salute was fired as the Duke left the town, escorted by the Maharajah of Bhurtpore, Captain Blair, and a miscellaneous gathering of irregular cavalry, camel-men, and elephants, with crowds of people, the effect being to cause much dust and considerable confusion. A short distance from the town H. R. H. and suite dismounted, and ascending a high earthen mound over which a Shamianah was spread, witnessed an elephant fight on the plain below. The mode of fighting these elephants is somewhat different from that practised at Lucknow in former years. There two elephants, with their heads painted red and stripped of all clothes, but with a network of rope on the back, met without any impediment, and fought it out until the weaker gave way. Each had his mahout on his neck, and was attended with a crowd of horse and spearmen, and men carrying firework bandars. Some of the men ran before the elephants, and excited them by dragging red cloths along the ground. Any attempt on the part of the elephants to injure the people about them was resented by the spear and rocket men, who had no difficulty in turning the elephant, for the brute fears nothing more than fireworks. Here, however, it was somewhat different. The elephants, large males, were painted on the forehead, and wore their *jools*. They were also attended by men, some carrying spears, others *anars*, a sort of firework. But instead of meeting in the open plain, they met with a strong mud wall, about five or six feet high between them, and the fight consisted merely of pushing their heads, intertwining their trunks, and interlocking their tusks. Neither appeared to be in a very combative mood, and without urging it seemed as though they would hardly have noticed each other. The scene was very picturesque, with the surrounding crowds of horses, camels, and elephants. The mound commands a fine view of the city and fort, and it is said that when another mound of about the same height, which is not far distant, is in the possession of an enemy, Deig is taken. It was from this side that it was stormed when General Fraser was mortally wounded. After the elephant fight, H. R. H. and a large party proceeded to beat the neighbouring low jungle in quest of game, many being mounted, and prepared to spear the pigs that might be turned out, others on elephants with their guns. The bag to-day consisted chiefly of a pig speared, two bucks, and a quantity of partridges and quail. H. R

HIGH COURT DECREES.

THE following suit was disposed of yesterday by M. Justice Westropp in the High Court :—

SUIT ON A PROMISSORY NOTE.

John Hutchinson Aspinwall sued Robert Knight to recover the sum of Rs. 10,000 due on a promissory note.

Mr. Macpherson appeared for the plaintiff and stated that this was a summary suit, the defendant not having got leave to defend. He was informed that Mr. Knight was in Court.

It appeared however that, not the defendant but a clerk, was in attendance to admit the signature, but the Judge said he could not take an admission from the clerk, he having no power of attorney.

Nusserwanjee Pallonjee deposed that he had known the defendant for the last two years and had served the summons on him in his office in Church Gate Street on 22nd January, and he signed it.

J. Squire, clerk to the defendant, proved the acceptance and

Mr. Macpherson explained that the note was dated 10th April 1869, and was for Rs. 10,000, payable ninety-eight days after date to the plaintiff. Annexed to the bill was a power of attorney in favour of Mr. Bishop, of Bombay, to bring the suit. There was no mention of interest on the note, but the plaintiff claimed 9 per cent. from the due date. The payment was stated to be paid to the balance on Chingall estate. That might be some coffee estate, but he could not prove the nature of the transaction.

As the defendant's clerk did not dispute the matter, decree was given for Rs. 1,004 with interest from 10th July and Rs. 300 of costs.

SHORT CAUSES.

The following causes were disposed of before Sir Charles Sargent :—

John Campbell and others sued Purshotum Meghjee to recover Rs. 10,932 due on a promissory note and obtained decree with interest and costs. In another suit they obtained decree against the same defendant for Rs. 2,115 with interest and costs. Mr. McCulloch appeared for the plaintiff in both cases ; the defendant did not appear.

Kirjeewun Jugjeewun sued the firm of Heerjee Bhicajee and Co. to recover Rs. 18,422 due on a settled account, and Nansee Suddoo sued the same firm to recover Rs. 10,327. Mr. Marriott appeared for the plaintiff in the first case, Mr. Macpherson for the other ; there was no defence. His Lordship gave decree against those partners who were not in insolvency with interest and costs.

Mr. Serjeant Atkinson obtained decree for Rs. 48,000 with interest and costs in an undefended suit brought by Luis Caitano Pinto against Sebastio Caitano Pinto.

Mr. Macpherson obtained decree for Rs. 3,000 with interest and costs in an undefended suit by Khutao Muscondjee against Thara Ludhanee.

Mr. Cooper obtained decree for Rs. 8,818 with interest and costs in an undefended suit by Perozshaw Pestonjee against Jadhowjee Curson.

THE JACOBABAD FRAUDS CASE.

BEFORE any case was proceeded with in the Criminal Sessions yesterday morning,

The Advocate General said he wished to mention cases Nos. 5, 6 and 7. In Nos. 5 and 6, John Barron was charged with criminal breach and attempting to escape from lawful custody, and in No. 7 Barron and others were charged with conspiracy. He understood the witness in these cases would all be present on Monday next, and with his Lordship's permission he would ask that that day be fixed. He understood that Dr. Barton, who appeared for the defence, would be satisfied with that.

Dr. Barton—I am not dissatisfied, only I am not satisfied yet, nor have I any instructions to agree. But your Lordship will remember I applied to have a late day fixed and your Lordship declined to do so.

The Judge—There are only a few other cases on the calendar.

Dr. Barton—I have not received my brief yet.

The Judge—I daresay, Dr. Barton, you will receive your brief and something else too. (A laugh.)

The special jurors not required for Nutty's case were then released from further attendance until Monday next at a little before ten o'clock.

THE RAILWAY COLLISION AT BULSAR.

TRIAL IN THE CRIMINAL SESSIONS.

In the Criminal Sessions yesterday, before the Hon'ble Mr. Justice Bayley and a special jury,

Robert Heltra Nutty was charged with having, on 24th November, whilst a station-master of the B. B. & C. I. Railway at Bulsar, despatched a train from Bulsar to Doongree, after permitting a train to proceed thence to Bulsar, and before ascertaining by telegraph that the line was clear, in consequence of which the lives of persons on the railway was endangered.

Mr. Farran appeared for the prosecution and Dr. Barton for the defence.

Mr. Farran in opening the case said he would commence by remarking that the prosecution was not actuated by any feeling of anger against the defendant nor by any malicious motive against him. They regretted, as he did, the necessity of placing before the jury a gentleman who, hitherto and as far as he knew now, bore a good character, who had occupied a respectable station in life, and was employed in an extremely responsible post ; but though they regretted the necessity of doing so, they yet felt it was due to the public in general, to that portion of the public which used the company's line and to the interests of the company, that when they believed an accident occurring on the line had been occasioned by the negligent omission of one of their servants or by the improper discharge of the duty of one of their servants they should place that servant before the jury, and the jury should determine by their verdict whether he had been guilty of neglect, omission, or improper discharge of duty. They knew that the business of railway companies must be carried on under special rules, and that these rules must be worked by men, and a company could provide that these rules should be the best possible, but they could not ensure that the men who worked them would not be negligent and remiss in the discharge of their duty. In the present case he was happy to inform the jury that the accident which occurred was not accompanied by any loss of life—only the fireman of one of the engines that came into collision was injured, and he was now recovering, but a number of carriages and waggons were smashed to pieces. The defendant in the present case was station master at the Bulsar station of the B. B. & C. I. Railway, which was between Bombay and Surat and immediately beyond Doongree. On the 24th November the No. 7 down goods train sent from Bulsar that day and the 32 up mixed local train from Doongree came into collusion, and the company said that the collision was occasioned by the default of the station-master at Bulsar in not having ascertained by means of the electric telegraph that the line between Bulsar and Doongree was clear. Now it was difficult to account for an omission of that kind. One would suppose that the momentous consequences that depended on a neglect of duty of this kind would be sufficient to deter persons in the position of station-master on a line of railway from any such experiment, but they all knew that some persons who were entrusted with dangerous machinery and who were in charge of important undertakings were, by reason of habit or from some other reason, sometimes neglectful in the performance of their duty. They had heard for instance of men employed in gunpowder works lighting their pipes whilst at work there, and there were often prosecutions in England of pointsmen for allowing trains to get on the wrong line and so get into collision and cause great loss of life ; and it was in consequence of the momentous importance of the neglect of such duties that the penal legislation stepped in. And under the Railway Act, which was Act XVIII. of 1854, section 25 provided—"Whoever shall do any act, or shall wilfully omit to do what he is legally bound to do, intending by such act or omission to cause, or knowing that he is thereby likely to cause, the safety of any person travelling or being upon any such railway to be endangered shall be liable," &c., and section 29 stated that "in the construction of this Act, every officer and servant of such Railway Company shall be deemed to be legally bound to do everything necessary for, or conducive to, the safety of the public which he shall be required to do by any regulation which shall be made by the company, allowed by the Governor-General of India in Council, and of which regulation such officer or servant shall have notice." In pursuance of the powers under that section, the B. B. & C. I. Railway had drawn up certain rules, and the second rule, first section, said—"Trains moving in opposite directions shall invariably pass each other at the station, and no engine, with or without a train, shall be permitted to leave one station for another until it shall have been ascertained, by means of the electric telegraph, that the line between these two stations is clear of engines and trains, and of all impediments, so far as can be known." The necessity for that rule on the B. B. & C. I. Railway arose from the fact that the line was only a single one, so that provision had to be made for the trains passing one another, and trains were allowed to pass only at stations where there were double lines ; and in section 11, clause 3 it was ordered that "It will be the special duty of every officer in charge of a station to attend to the arrival, despatch, and departure of trains"—and they would see the defendant was the officer in charge of the Bulsar station, so that it was his duty to attend to the arrival and despatch of the trains. The learned gentleman then proceeded to explain the general practice. When a train was expected at a station, the master of that station enjoined the telegraph signallers at his station to telegraph to the next station for what was called "Line clear." That message was entered in a book which was called the "Daily Report Book," and the message was initialed by the master of the station, and, on receiving the initials of the station-master the signaller sent on the message to the next station. When the message was received at the next station, the signaller wrote the message in the daily report book For instance here was one example—"Is line clear for No. 4 down mixed train ?" The signaller wrote that message in his book, and also the answer whether the line was clear or not ; for instance, the answer to the one he had quoted was "Yes, line is clear for No. 4 down mixed train," and the signaller could write that because he knew as well as the station-master whether the line was clear. After writing that in the book he took it to the station-master, and obtained his initials to the message which he had received, and also to the one which he was to send in answer. Having got these initials he sent the message in return, stating that the line was clear. Then having sent that message the signaller signed it as having been sent, and also placed in the book the hour and minute at which the question was received and the hour and minute at which the answer was sent. That was the general practice, and he would now proceed to relate the circumstances under which the present accident occurred. On the 20th November last the No. 32 up mixed train was expected at Doongree at or about 6 P.M. The station-master at Doongree expecting that train gave instructions to the signaller to telegraph to Bulsar whether the line was clear, and he received back an answer between six and seven minutes after that the line was all clear. At Bulsar there was a man named Muncherjee in charge of the telegraph, and he had two apprentices under him ; and when the message was received there, Muncherjee, or one of his apprentices, called the station-master who came into the telegraph room and signed the book which contained the message and the answer ; —the message being "Is line clear for 32 up mixed train ?" and the answer "Yes, the line is clear for 32 up mixed train." He would be unable to show the jury that entry for reasons that he should presently tell them. From the entry in the Doongree books it would be seen that the message was sent at six P.M. and the answer was received at seven minutes after six, so that between six and seven minutes after six the station-master at Bulsar gave permission for the 32 up mixed train to proceed from Doongree to Bulsar. The station-master at Doongree having received the answer to his enquiry that the line was clear, and the usual entry having been made in his book, he started the 32 up mixed train from Doongree. He had done all he was required to do, namely, to telegraph to Bulsar, to ask if the line war clear and receive an answer from Bulsar that the line was clear, and therefore he gave the usual "line clear" ticket to the engine-driver. He would now turn to Bulsar and see if the station-master there had performed his duty in an equally satisfactory manner. At about a quarter to six No. 7 down goods train arrived at Bulsar and the station-master gave permission for the train to proceed at 6-10 and gave the line clear ticket through one of the porters to the engine-driver of No. 7 goods train and told him to clear out of the station. Now before sending that train from Bulsar the defendant did not ascertain by means of the electric telegraph that the line was clear, which he would have done if he had been reasonably attentive to his duty, and nine minutes before he had given permission to the up mixed train to proceed from Doongree, so that at ten minutes past six one train left Bulsar for Doongree, a train having a few minutes before left Doongree from Bulsar. The consequence was that the two trains came into collision somewhere near the Bulsar station and the assistant engineer was injured and several carriages broken by the collision. The two engines, too, were disabled, but fortunately there were no other serious consequences. That no message was sent by the defendant to Doongree before the despatch of the No. 7 down goods train would be spoken to by the signalman, Muncherjee, and his two apprentices. They would all swear that the station-master gave no directions to telegraph to Doongree with reference to that train, or make any enquiry as to whether the line was clear. Before despatching a train it was necessary for the station-master to give a "line clear" ticket to the driver, and that was taken out of a book with a counterfoil, which was filled up in the same way as the ticket. The book was kept with the signaller and was initialed by the station-master and signaller before it could be of any service. At the time the line was signalled as clear the two assistant signallers were in charge, the headman being temporarily absent ; and one of the assistants would say that before leaving the head signaller told him to fill up a form in blank —leaving the time blank—while the head signaller said he did not do so. There was thus a contradiction in that respect between the two signallers, but that would not be very material. One of the assistants did initial the form without filling the time and place and left the book upon the table, and though that was not very clear the station-master must have come into the room and got the book in some way, because before starting the train he delivered the ticket to the engine-driver. When the head signalman came back, he heard Doongree calling to Bulsar, and he then ascertained what the message was that they wished to send, and that was that the 32 up mixed had left Doongree for Bulsar. On receiving that message, according to the usual custom he desired the porter to ring the bell. The defendant here came up and asked why the bell was rung, to which the signaller replied that it was because the 32 up mixed train had left Doongree. Defendant then made some exclamation and said "How's this ; I have just sent off the down goods train ?" and he then sent a letter to a man named Thompson, an engine fitter on the line, to get his engine ready as a smash was expected. Thompson came up, and he would relate to the jury what passed between him and the defendant. Thompson enquired what was wrong, and the defendant said that two trains had left the different stations and he feared that there would be a meet. Thompson then asked defendant if he had given the line clear, and the answer to that was not very distinct, but Thompson would say that he believed the defendant said he did give "Line clear." The station master asked one of the signallers to show him the message and he pointed out the entry "Line clear," upon which Thompson said there was some alteration in the figures and told him to take care of the book, and the station-master took the bo k from the office to his own bungalow. The next day the inspector of telegraph, Dossabhoy Jehanghir, came to the Bulsar station and asked the defendant for the book, but he refused to give it up. Dossabhoy then gave information to the police, who came down and got it from the station-master. The book was at that time in an open drawer in the booking office, and on its being examined the page relating to the 24th November was found to have been torn out. The fact of the loss of that page he would not ask the jury to attach more importance to than it deserved. The defendant was not charged with having torn it out ; but when evidence of that kind was adduced the usual presumption was that its absence strongly against the person who destroyed it. If the missing page could be now produced it would contain the record that a message was sent from Doongee to Bulsar that the line was clear, and that the message was initialed by the defendant as the signaller said ; and he could also have shown if the book had been there that there was no record in it of any enquiry having been made by the Bulsar station signaller as to the line being clear for number 7 down goods train. These, said the learned counsel, were the facts of the case. The defendant was represented by the learned Dr. Barton, and he was happy to be able to say so, because he was anxious, and the railway company was anxious, that all the facts of this case should be laid clearly before the jury. He was glad therefore that a person of the known skill of his learned friend Dr. Barton was here to defend the prisoner, but he would ask them, in considering their verdict not to be led away by any feeling of compassion towards the prisoner or the unfortunate position in which he was placed. No doubt the learned Dr. Barton would, with his usual eloquence, urge that upon them, but he had to ask them to consider solely what the evidence was. It would be for the learned judge who presided over them to mete out such an award of punishment, should their verdict find the prisoner guilty, as the case required. That learned judge knew well how to temper justice with mercy, and they might safely leave that part of the case in His Lordship's hands ; but if they believed the facts as he had stated them and the evidence by which they were supported, they could come to no conclusion but that the defendant had omitted to do what he was legally bound to do.

Dr. Barton here remarked that it would save a deal of trouble were it ascertained what was the distance from Bulsar to Doongree and whether there was a crossing at the latter place : and it was stated that that was so, and the time allowed between the two stations was 14 minutes.

A copy of the rules and of a *Government Gazette* sanctioning these were then put in.

Mr. Duxbury, traffic manager of the B. B. and C. I. Railway Co., was then called, and he produced two acknowledgments from defendant, the one admitting receipt of a copy of the rules on the day he joined the service and the other saying he had read these and understood them. On cross-examination witness said defendant had been nine months in the service and he never heard anything against his character. Previous to that he was, first, a schoolmaster in Government service and afterwards he was in the office of Messrs. Nicol and Co. Then he was engaged by the company at a salary of Rs. 80 a month with free quarters. Before taking charge of the station he got acquainted with the duties under a station-master. Witness could not speak with certainty as to whether the station-master was a Hindoo, but he could say 95 per cent of their station-masters were Hindoos and some of them were the best station-masters on the line.

The Judge—You have a sprinkling of Parsees have you not ? at least you had when I was out.

Witness—We have, my lord.

The witnesses referred to in the opening statement were then called. Twelve were examined, but the chief point in the case was as to the telegraphing and the writing of the message, and the proceedings at Doongree. It seemed that when Muncherjee went out, his assistant, Narrotumdass, had signed a paper in the usual form "5-20, 24th November : The line is clear from Bulsar to Doongree for No. 7 down goods train." Narrotumdass had power to write out such a ticket in Muncherjee's presence but not to sign it when he was out. Defendant got that paper and then despatched the train. The signallers said they usually got orders from the station master to telegraph in order to see whether the line was clear, but that they did not get such an order that night. As to the proceedings at Doongree the engine driver of the 32 up mixed train had got a ticket to cross at Bulsar instead of at Doongree. On this ticket there was a printed order that "The station master must himself deliver this order to the engine driver ; but before doing so, he must see that the next station to which the train is going understands the nature of the message by repeating it, and the line is given 'clear'"—No telegram of the alteration of the crossing had been sent from Doongree, however. Dr. Barton then addressed the jury, first referring to the serious character of the charge brought against his client, a man of good character and who had for years been in the service of the Government of Bombay—a charge which had been brought with such insinuations that if they were true the prisoner might as well have been charged with murder. The defendant had been station master at Bulsar, had been imbedded there among the ignorant and uneducated signallers whom the jury had seen to-day and who were left in charge of their lives and of those of their wives and families when travelling on the line. With the responsibility these people had, some care, caution, aye, and a certain amount of education, should be brought to bear in their calling. It was not his wish or pleasure to recriminate or make remarks ; he did not wish to say anything against the poor boys, but he left it with the jury to say whether they thought this great railway, which would soon be one of the greatest in the world, was to be entrusted to such people as they had seen that day. The learned counsel then remarked on the fact that there had been no possible motive shown against the defendant, and that the jury could only believe the explanation given by the defendant,—that he had got the all-clear telegram from the office and believing the line all right had sent on his train and that there could have been no accident had he got a telegram from Doongree as to the crossing at Bulsar instead of Doongree. He rested his case on the note from the telegraph office and the ticket for crossing at Bulsar without notice ; he put in these documents and he threw in his client's good character to weigh that down, and he dared the jury to find his client guilty.

His Lordship then summed up and remarked that the paper signed by Narrotumdass as one to which the unfortunate accident might be attributed. He did not see that it was necessary for the defendant to have ordered a telegram to be sent asking if the line was clear when he had got this document that it was so. A leaf had been torn out of the book, and counsel for the prosecution had said the presumption was that it had been evidence against the prisoner. Without considering whether they were entitled to that presumption in a case of a criminal character he would say that it mattered not, for they had the evidence of the man who wrote it as to what was in it. Narrotumdass, the signaller, his lordship said, had acted improperly in filling up the "All clear" telegram, and no accident could have taken place had the Doongree people obeyed the printed regulations and told those at Bulsar that the crossing ticket had been given. Defendant was a man of unimpeachable character, he had been in Government service for a quarter of a century, he had been sober at the time, he must necessarily have been an intelligent man for he occupied the position of Government schoolmaster for 25 years ; and with these facts before them, and with the fact that the Doongree people had been guilty of gross neglect and bearing also in mind that Narrotumdass had acted most improperly,—with those facts the jury must decide their verdict, and did they believe that defendant countersigned the document from Narrotumdass having reason to believe that the line was clear to Doongree for the No. 7 down goods train, though he had not himself ordered the message to be sent, his lordship thought they should acquit the defendant.

The jury at once gave a verdict of "Not guilty."

His Lordship expressed his approval of the verdict, adding that the case had been one well deserving investigation and consideration.

The prisoner was then discharged.

Some of the jurymen asked whether they would be required again ; and his lordship replied there was one little case in which they would be required—the trial of Barron. He did not know whether they would get home during that trial, but if detained all night they would be made as comfortable as possible.

The Sessions then adjourned till next day.

INDIAN ITEMS.

THE Rev. Mr. Long purposes visiting the districts of Eastern Bengal to enquire into the condition and prospects of vernacular literature in those parts, as also to look up the various scattered communities of Portuguese and other christians. He intends also to devote some days to the ancient capital of Bengal—*Vicrampore* —a few miles to the south of Dacca. The reverend gentleman leaves on Saturday next, and will doubtless furnish a result of his researches and enquiries to the public.—*Indian Daily News*, Feb. 5.

THE following is, we believe, a correct account of the murder of the daughter of an uncle of the Nawab of Ramporo, lately referred to in the columns of the *Delhi Gazette* and *Englishman* :—The victim is said to have been walking in disguise near the Shah Begum Garden on the 22nd ultimo, when the murderers, the principal of whom is believed to have been the lady's husband, rushed upon her from behind a clump of trees and reeds where they were concealed. The murdered lady was accompanied by a maid-servant, who ran away when she saw her mistress attacked. The murderers appear to have cut off their victim's hair, which was found on the spot where the deed was perpetrated. The husband of the lady, and all but two of the other parties suspected were apprehended on the night of the murder. Every effort is being made to arrest the two at large for whose apprehension rewards have been offered.—*Calcutta Examiner*, Feb. 4.

THE LOSS OF THE CASSIPORE AND EIGHTEEN LIVES.

WE regret to have to record another of those terrible disasters at sea, the first news of which so often reaches the westermost port in the channel. Last evening (Jan. 10) the steamer Nabarre arrived at Falmouth and landed the chief mate and eight seamen, sole survivors of the ship Cassipore, which foundered on Saturday last while on her voyage from Liverpool to Calcutta. The survivors are in so exhausted a condition that full details cannot be procured, but it appears that the Cassipore left Liverpool on the 31st ult., encountered on Friday night and Saturday the terrible gale which raged throughout the west and south coasts of England and Ireland. She, however, bore up bravely against the storm until she had passed Kinsale Head, 15 miles west of Cork, where she encountered the full force of the tempest. Tremendous seas continually swept her deck from end to end, and at length so strained and swamped her that somewhat suddenly, when 30 miles south of Kinsale, she went down bodily There were two boats on board, and just as the Cassipore was sinking the chief mate, Randolph Campbell, Charles Appleton, of Southampton, and seven other seamen jumped on board the smaller boat, and had barely time to clear the ship before she foundered The captain and remainder of the crew, eighteen in number, had no time to get out the other boat, and went down in the ship. Those in the boat expected momentarily that the fate of their companions would be their own, for a fearful sea was running, and they had no equipments, provisions, or water on board. Throughout Saturday night and Sunday, however, they kept up, but the strength of the strongest became exhausted by privation and exposure during Sunday night. Happily early yesterday morning the steamer Nabarre hove in sight, saw the castaways, and succeeded with great difficulty in getting them on board, where their wants were carefully attended to. They were landed at Falmouth last night and conveyed to the Sailors' Home.—*Western Morning News*.

THE SUEZ CANAL AND SAILING SHIPS.

THE annexed is from the circular of Messrs. M. C. Pothonier and Co. :—

Since our last, the opening of the Suez Canal has had the effect we anticipated in regard to the adoption of steamers for the long trades ; as two new lines of steamers have been organized, one for Calcutta, and one for Australia and (or) Bombay trade, and the already existing lines are adding considerably to their fleets with the same object. Some of the principal companies engaged in the Transatlantic trade are also increasing their fleets, three steamers having been laid down of 3,500 tons each to be fitted with the new compound engines, working high and low pressure steam ; this being the first instance in which these new engines have been adopted for the trade between Liverpool and New York. There are now in course of construction, or which have just been immediately completed for account of Liverpool lines already established, about 56,000 tons of steam shipping, for employment in the Atlantic, Eastern, and Pacific trades, 56,000 tons ; and for lines about to be established for the Eastern trades, 34,000 tons ; independent of steamers intended for short and miscellaneous trades, 5,000 tons ; to be added to which are ten steamers, some of which have been lengthened, and others about being so, representing an increase of tonnage of about 10,000 tons, making a total of 105,000 tons, thus showing an increase of about 100,000 tons of steam tonnage, or an equivalent to about 300,000 to 350,000 tons of sailing ship tonnage. There is a good demand from the Continent for ready new steamers ; also for specifications and estimates for the building of others ; so that, taking into consideration the orders for Great Britain generally, we anticipate that the shipbuilders will have their hands full of work for a long time to come, and, consequently, higher prices may be looked forward to and this, too, without taking into consideration the amount of tonnage of iron sailing ships that will be lengthened and have propelling machinery fitted to them.

With regard to the probable freight results of the year upon which we have entered, we confess that it is very difficult to form an opinion upon the subject. There are no indications of an unusual demand for tonnage in any trade. The Suez Canal will, if anything, displace a portion of our sailing vessels, increasing at the same time the number and size of our steam Mecantile Navy. Shipbuilding has been active on the Clyde and at other ports although the Thames has lost most of this once important industry. In 1866, 32 ships (over 50 tons), registering 17,734 tons, were launched in London ; in 1868, 11 ships of 6,607 tons ; and last year a much less number. Whereas on the Clyde 163 vessels, registering 93,099 tons, were completed in 1866—224 vessels of 171,126 tons in 1868—and last year 241 ships, representing 194,245 tons. Our tonnage goes on increasing in spite of low freights, and we trust that we shall soon experience an improvement in rates which will make a fair return for the enterprise. The panic of 1866 and the break-down of our limited liability system, have had a long and blighting influence upon our commerce, but it is to be hoped that we have fairly turned our back upon it, and that the new decade just entered upon will be one of unmistrusted prosperity.

MADRAS P. W. GRANT.

THE Government of India having telegraphed that the Public Works Grant for this Presidency for the ensuing year has been reduced by 4½ lacs, the local Government has had under consideration the manner in which the necessary reductions of the allotments in the Budget Estimate which is now before the Government of India, can be effected with the least inconvenience to the public service. And they have decided that as the Pier is so far restored as to be perfectly available for traffic and its completion is not a matter of urgency, Rs. 75,000, out of the 80,000 asked for that work, be given up. As regards the remaining four lacs, it has been resolved to make a reduction of that amount from the assignment of 14 lacs for repairs "Agricultural," leaving the sum available under that head at 10 lacs, which has for some years past been about the average annual outlay. In making this reduction of the sum set apart for the repair of the important irrigation works of the Presidency, the Government observe that they do so with very great reluctance ; but, looking to the small and utterly inadequate allotment which this Government have been able to propose for carrying on during next year, only a few of the most essential works of public improvement under the other heads of service, they have had no alternative.—*Madras Athenæum*, Feb. 3.

BABOO KESHUB CHUNDER SEN.

UPWARDS of a thousand persons, including representatives of all classes of the native community, assembled at the Town Hall on the night of Wednesday last (Feb. 2) to hear the farewell address of Baboo Keshub Chunder Sen, the leader of the Progressive Brahmos, on "England and India." Among those present were the Hon'ble Sir Richard Temple, the Hon'ble Mr. Noble Taylor, Mr. Justice Phear, Rev. Murray Mitchel, Rev. Mr. Long, Rajah Suttyanund Ghosal, and several other European and native gentlemen. The address was listened to with deep attention. It was one of the most successful displays of the Baboo's oratorical powers. The lecturer commenced by taking a rapid survey of the various measures adopted by the British Government to elevate the social and intellectual condition of the people of India from the time of Lord William Bentinck ; and dwelt specially upon the abolition of Suttee ; the Educational Despatch of 1854 ; the opening of the Calcutta Medical College and the Bethune Female School ; the passing of the Widow Re-marriage Act ; and the admission of natives into the higher grades of the public service. He then explained the objects of his proposed visit to England, which had nothing to do with the securing of party or sectional interests ; the promotion of the welfare and advancement, both material and moral, of the entire nation, being his chief aim. He expected to compass this object by causing in England a deeper interest in the destinies of India, and sympathy for the Indians ; in fact, to contribute by every means in his power to bring the two nations into closer union. He will try to enlist English public opinion in favour especially of native education, of reform in the Abkaree department, and of larger employment of native agency in the administration of India. He advised his own countrymen to be up and doing, with a view to help themselves and thus deserve the help of Government. He concluded with a touching appeal to his audience, who seemed much impressed. We need not say we wish the enterprizing Baboo every success in his good mission.—*Indian Daily News*.

THE DUKE OF EDINBURGH'S VISIT.

TO THE EDITOR OF THE "MADRAS ATHENÆUM."

SIR,—We are all actuated by one and the same motive, that of doing honour to His Royal Highness the Duke of Edinburgh, on his arrival among us. The question is, how that may best be done ?

We are not so splendid as Calcutta, nor so wealthy as Bombay : and we have not at our disposal the means either of the one or of the other, for making a magnificent display.

The time, too, at which the royal visit will be paid is singularly unfortunate.

Were trade and commerce buoyant and healthy ; were our finances in a flourishing condition, and the public treasury overflowing, the expenditure of a few thousand pounds, in one way or another, would be a trivial matter of no importance. But we are in the middle of a financial crisis ; trade is terribly depressed ; retrenchment is the rigid order of the day ; new taxes have been imposed upon us ; reductions have been made in every department ; the erection of our public buildings stopped ; many worthy officials thrown out of employ, and cast upon the world without any fault of their own ; and some of our departments so crippled as to threaten their efficiency. At such a time, and under such circumstances it behoves us to watch jealously any avoidable expenditure of the public money in idle or frivolous display. Some outlay is no doubt necessary. We must not lay ourselves open to the charge of meanness, or any shabbiness. We must receive the Queen's son as becomes his rank ; we must not allow him to leave us with an impression that we have been less apt to welcome him right royally, than either of the sister Presidencies.

But he will come here surfeited with state receptions, and supped full with triumphal arches, illuminations, fireworks ; and the question, as it strikes me, is, whether we may not do him and ourselves more lasting and substantial honour, by diverting a considerable portion of our resources into another channel than any that has hitherto been opened up.

We cannot vie with the magnificence of Bengal, or the munificence of Bombay. But what we cannot effect by competition or imitation, we may achieve by contrast.

The Prince's tour has far deeper significance, properly looked at, than that of a mere pleasure trip. It has its intellectual, as well as its sensual side. It is no doubt intended to improve his mind, and store it with information ; as well as to gratify the remoter dependencies of the Crown, and to some extent gauge the loyalty and affection of her Majesty's subjects towards her person and her office.

The Prince will be sure to carry away with him pleasing reminiscences of his travels in India, and an interest in its inhabitants, such as every young man of rank and fortune whom I have had the pleasure of meeting on his Indian tour, has invariably expressed. And it may well be, that hereafter His Royal Highness, in his place in Parliament, may bring to bear upon questions affecting the interest and welfare of this country, that personal knowledge of its condition and its requirements, with which he will have had the opportunity of making himself familiar.

To throw away from 5 to 25,000 rupees in a display of fireworks, strikes me as the least satisfactory way of showing the Duke honour. Nothing can be more momentary or transient ; whereas if the proposition I am about to make should find favour with the public, we may secure a testimonial which shall last for ever, or at least long after the immediate memory of the royal visit shall have passed away. Let us devote our flash-in-the-pan fire work funds to the foundation of a Professorship or Scholarships in the University, to bear the name of the Duke of Edinburgh. Thus we shall at one and the same time perpetuate the recollection of his coming among us, and confer a signal benefit on the natives of this Presidency, which will always be a source of grateful recollection to the Prince. I cannot permit myself to doubt what, if the choice could be put before His Royal Highness, would be his answer : and I have availed myself, sir, of your columns to ventilate the subject ; partly, because it may give the public a brief time for reflexion ; whereas, if I first broached it at the meeting which is to take place to-day, should I be able to attend, it might look like a surprise ; and partly, because on the determination which may be come to, will depend the amount which I, and perhaps others, shall be prepared to subscribe.

Possibly, too, the natives, who have subscribed so liberally, may think the choice between a nautch and scholarships deserving of some deliberation.

In conclusion, let me, as a rate and taxpayer, protest against the application of any portion of the Municipal funds to the entertainment of the Duke. Such an object was never contemplated by the Act ; no such measure was attempted at Calcutta ; it was expressly negatived at Bombay. Personally, this expenditure would affect me and many others in the most infinitesimal degree. But it takes something from every one, even the very poorest ; and the complaints against the heavy amounts which the inhabitants of Madras are called upon to pay under the Municipal Act are quite loud enough, without diverting any portion of those funds to other than exclusively legitimate purposes.

Whatever funds are required, let us find them by individual subscription, according to our several means. No one, I am sure, will be found grudging ; especially if the destination of our subscriptions commends itself to our common sense. If fireworks, it will merely be *fumum ex fulgore* ; but if a permanent educational institution, it will be *ex fumo dare lucem*. —Yours faithfully,

JOHN BRUCE NORTON.

GLASGOW WARNED.—The *Scotsman* contains the following curious statement :—"At a point of the Clyde, some ten or twelve miles above Lanark, a few scores of observers, by driving a dam across the river any forenoon could send the waters down the Tweed to Berwick. We have not yet quite resolved to do this, but we have the power, and let Glasgow see to it."

A HISTORICAL COUPLET.

TO THE EDITOR OF THE "ENGLISHMAN,"

SIR,—I have every reason to believe that the couplet of a Hindostanee song, given upon the authority of Bishop Heber in your journal of the 26th ultimo, and corrected by your correspondent on the 31st ultimo, has no reference whatever to Warren Hastings.

The lines refer to Colonel Monsen's disastrous retreat before Holkar in the Mahratta campaign of 1804. Holkar had an overwhelming force of 75,000 men and nearly 200 guns ; whilst Colonel Monson, who had been ordered by Lord Lake to watch Holkar's movements, had only five regiments of infantry, 3,000 cavalry, and a few guns. He was of course compelled to retreat in great haste and confusion, followed by the Mahratta cavalry up to the very walls of Agra ; and it was on this occasion that the lines in question were said or sung—

"Ghora pur houde, Hati pur zeen,
Juldee bhag gya, Colonel Monseen."

That being the native mode of pronouncing his name.

A CADET OF 1819.

NOTES OF VOYAGE—BOMBAY.

(BY "THE WANDERER," IN THE "ENGLISHMAN.")

BOMBAY, 23RD JANUARY.

TWENTY-EIGHT years ago, the period of my last visit, the place from which I write—the Fort of Bombay—was surrounded by walls which, by largely excluding the sea breeze, rendered a residence in it exceedingly disagreeable. The streets were very narrow, and I do not remember a private dwelling of any note, as to material or appearance, in the Fort. There were a few good houses sprinkled, as it were, on Malabar Hill, about three miles distant, and more at Mazagon and Byculla, about two miles distant. There were only two hotels—the British Hotel in the Fort, and the Hope Hall Hotel at Mazagon. Merchants and others who had no houses at Malabar Hill, Mazagon, or Byculla, were in the habit of pitching tents on the open space or maidan lying between the Fort and the native town of Bombay, and residing in them until driven back to the Fort by the rains. Such was Bombay in 1842. But the large increase of trade, caused by the construction of railroads, the traffic through Egypt, and the demand for cotton, have created greater changes in this city than in any place I have seen and revisited in forty-four years of travel. The walls of the Fort have been entirely removed, and in their place a broad road encircles what is still called the Fort. Many handsome stone buildings have been built on the borders of this road, and many more are in course of erection. On the old Bombay Green, in the centre of the Fort, two sections of circles, facing each other, have been formed by stone buildings, which, for style and magnitude, would bear a comparison with the circuses and terraces of the West End of London. The other two sections of the circle are filled up with the Town Hall on one side and the Cathedral on the other. A large portion of the circle is now being surrounded by high iron railings with very handsome iron gates, and, when completed, a garden is to be made in the interior. It is named The Elphinstone Circle. Outside the so-called Fort the changes are still more remarkable. Handsome spacious roads have been made in all directions through the plain lying between the Fort and the native town. At one end of the plain a market-place has been built, which has nothing to be compared to it in India. It occupies a large space of ground, and is divided into departments for the sale of beef, mutton, poultry, fish, and vegetables. The pavements are flagged with stone, the roofs are very lofty, and the whole is so airy, and kept so clean, that a walk through it in the morning is a real enjoyment, especially to those who, like myself, have been accustomed to the abominations of the Dhurrumtollah market of Calcutta. Malabar Hill is now covered with houses, each self-contained, with gardens adjoining, and built in a style well adapted to the climate. In the directions of Byculla and Mazagon many fine houses and hotels have been built. On the borders of the racecourse, at the winning post, the new Byculla Club has been built. The building itself, and the internal arrangements, are on a magnificent scale, but the situation is not good. The site is low, and, during the rains, is flooded, as I was informed. An unpleasant uncovered drain also runs too near it, and when the wind blows from its direction a residence at the Club is rendered scarcely bearable. This, however, admits of remedy, and will, no doubt, be remedied by covering the drain. The whole harbour face from the P. & O. Company's docks and Mazagon pier to a point considerably beyond Apollo Pier—a space of nearly three miles—is one mass of works finished and unfinished, docks, jetties with stone facings, sheds, warehouses, spinning mills, cotton screws, &c. The Fort and town are supplied with excellent drinking water from the Vehar lake. The Municipality has not waited for the slow process of conveying the water to each house by pipes, or shutting off the supply until the inhabitants have taken it. The Vehar water is conveyed by pipes from the Vehar lake, and numerous wells or reservoirs have been made in all directions, at a convenient depth of seven or 8 feet, through which the pipes pour their waters, and the inhabitants help themselves with ease and comfort.

I do not pretend to have given a full account of all the changes and improvements I have seen in Bombay, for this would take up too much of your space, and perhaps be tiresome to your readers. I will only add that there seems to me to be more earnestness, more life, more reality in the business of Bombay, and in the action of the authorities, than in Calcutta. The roads are kept clean and well watered, the Fort and town, as I have said, are well supplied with pure water, three-horsed omnibuses ply between the Fort and the suburbs, and the Municipal Commissioner actually publishes a Daily Market Price Current, to enable the inhabitants to check the accounts of their servants, or protect themselves from overcharges if they do the marketing themselves. Fares of boats of every description—jolly boats, bunder boats, dinghies, sumbooks, and tonies ; of busses and shigrams, buggies, cabs, bullock carts, and palkees are so well regulated that, with the printed scale of fares in hand, there is no squabbling or trouble with drivers or boatmen. The climate of Bombay is very pleasant at this season. It is not so cold as in Calcutta, but it is entirely free from those fogs which mar the enjoyment of the cold weather mornings in Calcutta. The winds, from nearly all directions, pass over the sea, and render Bombay one of the most healthy places in India.

There is rivalry between Bombay and Calcutta. That is right. Rivalry is the soul of business, and the source or stimulator of all improvement, of all progress. But it should be carried on in a just and generous spirit, untainted by petty jealousies or narrow-minded prejudices. As an instance of the kind of jealousy that is to be deprecated, is that regarding the establishment of the agency of the Bank of Bengal in Bombay.

I have taken some pains to ascertain the facts of this question, and I find they are so simple as to enable me to relate them in a few words, and thus save you valuable space. The commercial crisis in Bombay, and the collapse of the old Bank of Bombay, compelled the Bank of Bengal to establish an agency here to transact its own business, which was done with the sanction of the Supreme Government, although that sanction was not legally required. A memorial from sundry shareholders of the new Bank of Bombay, complaining of the establishment of the Bank of

would read his speech in cold type. "Many of the things," he said, "that tell most powerfully on a listening audience spoil a printed speech. You cannot speak for a living audience and for the newspapers at the same moment. The newspapers and telegraphs are putting oratory to death." Vance has run for many offices in North Carolina and with great success. Many odd stories are told of the readiness and wit which have enabled him at times to prevent the tide of election from turning against him. On one occasion when he and the other candidates for Congress were addressing the electors, Vance, who had held the office for a year and was soliciting re-election, was opposed on the ground that he had not been sufficiently attentive to his duties at Washington. His opponent compared him to the unfaithful servant, and to the unfruitful tree that was fit for nothing but to be cut down and cast into the fire, winding up with an abusive attack on his opponent in which, according to report, he made use of several very dirty expressions. Vance in his reply referred to the Scripture comparisons, and said if his opponent read his Bible more carefully he would find that when the lord of the vineyard wanted the unfruitful tree cut down, the wise gardener advised him to leave it for another year till he had digged round about and dunged it. "Now," said Vance, "last year Mr. A." (naming his former opponent) "digged about me, and this year Mr. B." (naming his present opponent) "is *dunging* about me, so you'd better let me stand one year more to see the result," which they did.

JUMPING INTO OFFICE.

On another occasion he was stumping the State against Colonel C——. In one of the Western Counties, while Vance was addressing the electors in the open air, the Colonel and his friends appeared with a keg of whiskey and took up their position on the adjoining slope. The whiskey more than the Colonel's oratory lured the crowd away till Vance was left with only three or four persons to listen to him.

"Gentlemen," said Vance, pulling up suddenly, "you must feel stiff, standing all this time. Let us postpone the rest of the speech, and try a jump."

This comical proposal, appealing to the American love of the grotesque, was at once adopted. A line was drawn on the ground, and Vance and his little handful of auditors were soon busily engaged in trying who could take the longest leap with and without a race. This singular proceeding speedily attracted the attention of some in the adjoining crowd, who after a moment's hesitation came over to see what the fun was. This drew the eyes of others and presently of more, till in a few minutes almost the whole body of electors were crowding round to see the sport, leaving the Colonel to speak to a handful of people and his empty keg. After trying in vain to keep even this handful beside him, the Colonel thought it best to follow the crowd to try to recover his position.

"Clear the way for the Colonel," cried several voices when he made his appearance.

"Room for the Colonel! He's going to jump."

"On the contrary," said the Colonel sternly, "I consider this a most undignified proceeding."

This was an unfortunate remark, as it reflected not only on those who had themselves been jumping, but on those who had been watching. The people did not relish it. "If you are too proud to jump with us," cried one voice, "I reckon you are too proud to suit this *here* county."

"O, I didn't mean that," said the Colonel hastily; "of course I'll jump if the electors wish it."

"Bravo! room for the Colonel!" shouted the people.

"Let's vote for the candidate that takes the biggest jump," some one cried amidst loud applause.

This sealed the Colonel's fate. Tall, stiff, and unused to this kind of exercise, he had no chance with his vigorous and supple opponent, and Vance carried an overwhelming majority. He speaks of it himself as "that time when he jumped into office."

STUMP ORATORY.

Before closing this paper let me give you a specimen or two of stump oratory. It ought first to be said, however, that the Americans as a people are much better speakers than we are. For every man in England who could get up and make an effective speech at a dinner or public meeting, America could supply ten. She can also boast of orators who would stand as high in our country as in their own: men like Wendell Phillips, Henry Ward Beecher, John B. Gough, Curtis, Sumner, and Chapin, not to go back to Rufus Choate, Webster, Clay, or Patrick Henry. But in the broad stream of American oratory, there are queer little spurs and eddies that one looks for in vain in the calmer and more cultured speech of older countries.

Where out of America should we hear a public representative speak in a deliberative Assembly in such strain as the following:—"But, sir, when the news of the next election comes down from the reverberating mountains of Momo, and from the virgin soil of the Mountain district" (the speaker was referring to Mr. Coffroth's remarks on the Davis and Orr contested case), "it will make Rome howl: it will squelch all your Star Chamber Committees and all that sort of things; and amidst the roar of Niagara and the echoes of the surrounding mountains of the universe, there will be heard the still small voice of my constituents at Catfish Bar, crying louder than ten thousand thunders, 'Jones, you are a hoss!'"

In a speech on the resources of Virginia, Mr. Wise of that State said—"She has an iron chain of mountains running through her centre, which God has placed there *to milk the clouds* and the heavens and let the rain down." On which the *Rochester American* made the following comment:—"This figure is borrowed from the New York milkmen, who milk the clouds as much as they do their cows, and draw from the former the most palatable and healthful portion of the compound fluid."

A Wisconsin advocate, in addressing his appeal to the jury on behalf of his client who had killed another man, is said to have delivered himself as follows: "Gentlemen, I speak not only for my unfortunate client but for you. You have been able hitherto to smoke the tobacco of rectitude in the pipe of a peaceful conscience. Shall hang my unfortunate client, and the scaly alligators of remorse will gal'op through the internal principles of your system, till the vertebræ of your anatomical construction are changed into a railroad for the grim and gory goblins of despair! O gentlemen, beware I beseech you to beware of tampering with the divine prerogative. I adjure you by the starry spangled ensign of your emancipated country to do no murder! I adjure you by the American eagle that whipped the universal gamecock of creation, and now sits roosting on the magnetic telegraph of time's illustrious transmigration, to do no murder. Gentlemen, if you never expect frogs not to—bark at you, acquit my client and save your country."

American orators are addicted to a very free use (or abuse) of sacred names and the Bible. A member of the House of Representatives in Washington paraphrased the whole parable of the Prodigal Son, in a recent debate on reconstruction. Here is a bit of his speech as reported in the Congressional *Globe* (official paper):—"A certain man had two sons, and the young said to his father—' Father, give me the portion of goods that falleth to me.' This I infer means, 'I want to secede; I want to go out of this family union and set up for myself.' And not many days after, the younger son gathered all together and took his journey into a far country—Dixie probably—and there wasted his substance in riotous living. And there arose a mighty famine in the land. And he would fain have filled his belly with the husks that the swine did eat and no man gave unto him. In other words our blockade was effective." When he had gone through the narrative in this fashion and described the reconciliation, he said, "Here, gentlemen, is a plan of reconstruction ordained of God and transmitted to us from heaven."

No truer specimen of stump oratory imported in Congress or Assembly could be given than the speech of Mr. Riley in the Missouri House of Representatives, during a heated debate on the Bill for amending the Charter of the City of Carondelet. There will only be room for a few tidbits here. On obtaining the floor he began:—"Mr. Speaker, everybody is pitching into this matter like toad frogs into a wollar swamp on a June night, when the mellow light of the moon fills with a delicious flood the atmospheric air. Sir, the question is a great and magnificent question. The debate, sir, has assumed a latitudinosity: and most of the speakers have given us nothing but buncombe, buncombe, buncombe. What we want now is only to give some men a little Southern soak and a little Northern water, and quicker than a hound pup can lick a skillet they will make enough buncombe lather to wash the golden flock that roams abroad the azure mead of heaven. I allude, sir, to the starry firmament."

Mr. Riley was interrupted at this point by the Speaker, and told that he must confine himself to the question.

Mr. Riley said—"Just retain your linen, if you please. I'll stick to the text as close as a pitch plaster to a pine plank, or a lean pig to a hot gum rock" (cries of Go on—You'll do). "Sir, there is something wrong in this business. We have lost our proper upright attitude: we have fallen into a sloshindicular position, and what is the cause? Echo answers 'Buncombe.' Yes, sir, the people have been fed on buncombe, while a lot of hamstrung, wind-galled, split-hoofed politicians have had their noses in the public crib, and there ain't fodder enough left to make gruel for a sick grasshopper . . . Sir, the public grindstone is a great institution—yes, sir, as great an institution as ever rose or fell. But, sir, there is too much private cutlery ground—the thing won't pay." Mr. Riley then went into the question of public peculation and wound up with the remark—"Mr. Speaker, you must excuse me for my latitudinosity and circumlocutorines. My old blunderbuss scatters amazingly, but if anybody gets peppered, it's because they air where they ought'nt to be."—*Pioneer.*

AN AMIABLE ASSASSIN—Troppmann has written letters to two photographers. In one of them he says:—"As I desire to be agreeable to my family, I now propose to you to purchase from me the right of reproducing my likeness. But I tell you beforehand that I cannot make the bargain under 2000*l*."

THE *Saturday Review* makes a passing remark on the new position which the British baby is made to assume on the new Cab Act, which takes the rank of an adult in the scale of payment. This is a regulation which will create an amount of discomfort and discontent which the framers of the measure could never have contemplated; and we are not so sure as our contemporary that the prolific British mother will ever be induced to increase her issue of charge. Perhaps three of her precious children do not equal the weight of one man, and yet they are to be charged as three men. Neither Materfamilias nor Paterfamilias will submit to this, and it is to be hoped that cab proprietors will, of their own accord, amend the tariff. Who can tell all the miseries and confusions and heartburnings that will arise if, when the mother goes out with the elder children, the little one is to be left at home because of that extra sixpence or shilling which has to be paid for him twice over—going and returning?—*Daily News.*

COMICAL SUSCEPTIBILITY.—The Belgian *Revue Numismatique* mentions that as comments have been made in several journals on the impropriety of placing the head of the Sovereign on postage stamps, destined to be instantly soiled and defaced, the new Belgian stamps are to bear the profile of the Minister of Public Works instead of that of the Sovereign. This is very tender towards the Sovereign, no doubt, but how about the feelings of Minister of Public Works? The defacing and soiling of the stamps being recognized as an indignity, the Minister can hardly escape feeling insulted at the treatment of *his* profile, albeit he is not a King. The brilliant idea has not yet (we believe) occurred to the British Jenkins; but, should an agitation be got up on the subject, it would doubtless gratify many of the indignant taxpayers whose letters appear day after day in our columns to see the profile of the Chancellor of the Exchequer substituted for that of the Queen. It would be some consolation to them to know that his head was being constantly "punched," and that at the government expense.—*Standard.*

THE GUILLOTINE.

(*Saturday Review*, Jan. 15.)

THERE is a common question, which we hope few of our readers may have to consider from a practical point of view, as to the pleasantest mode of being executed. Is hanging, or beheading, or poisoning, the least disagreeable? How long a time should elapse between the sentence and the infliction of the penalty? When the time comes, would we rather suffer before breakfast, or at midday, in public or in private? The good old plan was to get as much amusement out of a prisoner as possible; he was soon relieved from suspense, that the public impatience might not have time to cool; he made a long procession through the streets at the hour when his friends could attend with the greatest convenience; he had full liberty to make a dying speech for the amusement of a numerous audience; and sometimes it was found so hard to part from the pleasing object that his body was hung in chains to afford an instructive spectacle after his death. The French managed to extract some additional satisfaction from the proceeding by using slow methods for the infliction of death; and a case is recorded where a wretched criminal survived for twenty-two hours on the wheel. In short our thick-skinned ancestors thoroughly enjoyed the whole proceeding, and regarded it as a kind of dramatic entertainment, combining, as the advertisements express it, instruction with amusement. We have grown so tender-hearted or so squeamish now-a-days that we try to keep the whole affair as much as possible in the dark. If capital punishment is still a necessity, we seek to withdraw it in every way from public attention. The present system would reach its ultimate perfection if a plan were adopted which we have sometimes heard advocated, and criminals were entirely withdrawn from public notice on the instant of their condemnation. After sentence had been pronounced, and the doors of the Court had closed upon them, they would never again be visible to human eyes, except to the two or three persons entrusted with the duty of ushering them out of the world. The mystery which would rest over all the details of their fate would perhaps be more impressive than the most elaborate display, and even criminals might feel a greater horror at sinking, as it were, suddenly into utter darkness than at once more appearing to play a conspicuous part before the eyes of their fellow creatures.

This pitch of perfection has not yet been attained; and M. Maxime Du Camp gives a curious account, in the last number of the *Revue des Deux Mondes*, of the mode in which they do these things in France. We will endeavour to give a short summary of his paper by way of illustrating the present stage of the art of execution. We will first consider the treatment of the criminal during the last days of his life. Directly after his condemnation he is stripped naked, every fragment of his clothing being carefully removed for fear of his anticipating the action of the law. He is then dressed in the usual prison costume, with the exception of a handkerchief and shoes, which might be convenient for suicidal purposes. Finally he is put into a strait-waistcoat, which makes him totally incapable of using deadly instruments, even if he wished it, or of helping himself in any way. He is constantly in presence of a guard, and of a fellow-prisoner ready to act as a spy. The criminal thus treated is, as we are not surprised to hear, generally reduced to a state of profound depression. He generally refuses, at first, even to give the necessary powers for the appeal admitted by French law, and almost invariably gives way afterwards by the advice of his counsel and the director of the prison. Meanwhile he is allowed to amuse himself according to his fancy, so far as that expression is applicable to a man in a condemned cell, confined with a strait-waistcoat, and with no company but a spy and his gaolers. The period of suspense generally breaks down the courage of the most brutal criminals. They listen to the exhortations of a venerable priest whose duty it is to attend upon such cases. They often try to read, and, according to M. Du Camp, the favourite author of these unhappy wretches is Fenimore Cooper. The reason suggested by him is that Cooper leads them into a world of adventure, far removed from European law, where killing is considered to be a creditable occupation. We have some doubts as to the soundness of this hypothesis; the murderers is not likely, as a rule, to be highly cultivated; and we should imagine that Cooper is probably suggested by the priest or the prison authorities as a tolerably amusing novelist who has not a single passage which could do any human being any harm even if he was in the immediate perspective of death. However, we are not surprised to hear that murderers generally fail to become absorbed in the adventures of the Leather Stocking and his companions. The guardians, we are told, are kind enough to try to distract their attention; but the poor wretch whose day of execution is not fixed is naturally a prey to nervous irritation, trembles when any one enters his room, and is often haunted by an imaginary sound like the knocking of a hammer. This, it is said, frequently amounts to physical suffering. The position must be unpleasant enough under all circumstances, but the uncertainty as to the day of execution seems to add an unnecessary pang. If the Court of Cassation rejects the appeal, a memorial is sent to the Emperor; and, should he see no reason for commuting the penalty, orders are at once sent to the various officials concerned to proceed instantly to execution.

And here we must say a few words upon the guillotine itself, which seems invariably to act (as has often been asserted) die by his own creation, but expired peaceably in 1814, at the age of seventy-three. M. Du Camp dwells elaborately upon all the details of the machinery, which require more careful adaptation and more skilful management than we had imagined. It is by no means so simple a thing as it seems at first sight to cut off a human head with accuracy and despatch. The efficiency of the machine, for example, depends entirely on a modification supplied by a Dr Louis, who made the edge of the knife oblique instead of horizontal; and who, like other improvers, nearly got the whole credit of the invention, which for some time was called a Louisine. We need not speak of other refinements; but it is unpleasant to discover that a good deal depends upon the skill and coolness of the executioner—more, it would appear, than in the case of the English hangman. He has with one hand, to hold down the criminal, who sometimes struggles, and generally gets out of the proper attitude; he then has to turn the proper screws, and afterwards by a single pressure of the hand to send the body down an inclined place to the basket. Two assistants hold the sufferer by the head and keep down his legs; and, as M. Du Camp remarks, unless they perform their task with a *simultaneité irreprochable*, the gravest inconveniences might result. It appears, however, that this has never been the case of late years, owing, as we presume, to the qualifications of the chief performer. He is not only a man of colossal strength, and clad in black garments of elaborate neatness; but he took his journey into and conferred many advantages on the condemned by ameliorations in his instrument. He is so sensitive that he is generally ill for days after an execution; and M. Du Camp complains that, considering his qualifications, he is miserably paid. He receives only 4,000 francs a year, besides an allowance of 9,000 francs for supplying the necessary materials. He has the charge, it seems, of seven departments; but, considering that there have only been 57 executions in Paris in the last 40 years, we do not see that the salary is so bad. It is, however, rather difficult to discover any satisfactory mode of determining the value of such services. Adam Smith has a passage on this subject which is not altogether without some grim fun in it:—"The most detestable of all employments, that a public executioner, is, in proportion to the quantity of work done, better paid than any common trade whatever."

We must now return to the criminal. The authorities enter his room in the early morning, taking infinite precautions not to disturb his sleep by turning the key abruptly. They then rouse him to tell him that the hour is come. From the time of waking him to the moment of his execution takes half an hour. This includes his interview with the priest, a rather prolonged ceremony of taking off and putting on his strait-waistcoat, cutting his hair, and conducting him through various passages; and M. Du Camp suggests that by certain easy simplifications it might be reduced to half the time; so that a man might be asleep as the hour struck and be without his head at the quarter. That part of the proceedings, however, which takes place within view of the public is expeditious enough. The trying moment is that at which the guillotine, which is painted a dull red colour, first becomes visible, and it is then that the criminal tries, often in vain, to brace himself with a view to dying game and leaving a creditable name among his companions. Characteristically, too, it is in these moments that they try to recall the *mot*, carefully prepared beforehand, with which they are to take leave of the world. "Adieu, enfants de la France," was the exclamation of one Avinain, "n'avenez jamais ce que qui m'a perdu!" Another man at this moment asked the name of an assistant who had been kind to him, in order that he might preserve it in his memory. But the scaffold is close to the prison; and according to an accurate observation in one instance, only fourteen seconds elapsed between the time at which the prisoner put his foot on the scaffold and that at which his head fell into the basket. The scene may be hideous enough, but it is commendably short.

The logical neatness of the French organization seems rather to fail in this instance. The execution is public, but the greatest care is taken that as few people as possible shall see it. The time is not known, except to the few enthusiasts who watch till they see the scaffold erected on the night before the event. Great care is taken to treat the criminal kindly, especially in the rather doubtful matter of getting the business over as soon as he is out of bed; yet he has all the misery of suspense, and, moreover, of suspense in strait-waistcoat. So few criminals manage to kill themselves under our system, and it is so very little loss to the world when they do, that one might have thought that this regulation might be relaxed, for it certainly seems to be an unnecessary aggravation of torture. If the execution were in private, as is now the case in England as well as in the greater part of America and Germany, the prisoner might have the melancholy satisfaction of knowing beforehand how long he was to live. The interests, however, of the prisoner are of comparatively little importance. Nobody can look forwards to the guillotine without considerable reluctance, and whether the days are a little more or a little less unpleasant is not of very material consequence. But it is a more curious question whether this growing disgust at the publicity of executions does not foreshadow the entire abolition of capital punishment. Troppmann has probably done a good deal to preserve the vitality of the guillotine, but the number of persons guillotined steadily declines; in the five years ending in 1860 there were twice as many as in the five years ending in 1865, and it is almost necessary to murder a whole family in cold blood to get rid of "extenuating circumstances." We cannot bear to have a deed performed in public which a few generations ago was considered to be a highly moral and entertaining spectacle. May we not become so sensitive in a generation or two more as not to bear its being done in private? The French are so tender to the criminal that they only give him half an hour of certain anticipation of death, and M. Du Camp tries to show that the time might be reduced to half. The next step would be to cut off his head before he is awake; and when that consummation is reached, perhaps it may be thought improper to put an end to him at all. It is not much over a hundred years since Damiens was slowly tortured to death by the most revolting process at the Grève, and a highly-polished English gentleman went over to Paris expressly to see it done. We now take pains to reduce every extra minute of expectation for a far more execrable villain, and try to cheat anybody brutal enough to desire to see his death of the anticipated treat. Shall we become too tender-hearted to kill anybody, or will punishment be inflicted in so inoffensive a manner that we shall gradually become reconciled to it?—a question too intricate to be discussed at the present moment.

THE REDLAND PAPERS.*

(*Saturday Review*, Jan. 15.)

WE have read this novel—or, as its author prefers to call it, this romance—with a certain degree of amusement. It is obviously the work of an experienced writer who, as we shall presently see, has some peculiar notions of literary art, and who confides his plans to us with a charming frankness. He (using the masculine pronoun in a generic sense) informs us that "unknown writers who announce their commodities by a claptrap title" are bound to explain the grounds of their aspirations. We are accordingly told that the book is meant as a volume of light reading in India, and that it endeavours to describe the adventures in that country of a "lady of high moral worth and refined feelings." We will presently consider how far this modest plan has been satisfactorily carried out. We must first observe, however, that the author thinks that something more was required to make the book go down with the general public. Many readers, he says, "never take up a book without a hope that it may contain something or other of an instructive nature." We confess that our experience scarcely bears out this statement. However, the author has thought proper to satisfy that assumed craving for useful knowledge by a good deal of information as to "the history, religion, politics, and antiquities of India." As he apparently doubts his own capacity for lecturing on these topics, he has, as he frankly tells us, plagiarized the necessary information from various sources, though trying to make it as light reading as possible. This proceeding is elaborately justified by references to the practice of Shakspeare, Schiller, Byron, and other distinguished authors. There can be no moral crime in borrowing when there is no attempt to conceal the fact. But the consequence is rather queer. The novel is diversified by little lumps of undigested guide-book, or scraps from historical and other manuals. One chapter, for example, is filled by a discussion, *à propos* to nothing, of the origin of Hindooism and Buddhism. At another point the narrative is interrupted in a critical stage to give us such information as this:—"Under the Emperor Acbar, Ajmere was a capital of a soubah of that name; Acbar subjugated all Rajpootana and made it a province of the empire. Mewar, however, was never completely subdued, for its rajah, after the sacking of Chittore, carried on a guerilla warfare against the Mogul, and retreat in the Aravulli mountains." Elsewhere we have scraps about the land laws, and are treated to some "interesting particulars of a class of people in Guzerat called Grassias," with a short explanation of their peculiar tenure. We are told what are the points of distinction between the Brinjarries and the Bhundarries, or we come across a political discussion resting upon such statements as the following:—"At present in most of the talooks the putwarree is an ex-carcoon from the sahib's cutcherry"—a practice which our readers will see at a glance to be liable to very serious abuses, especially when the putwarree happens, as may easily be the case, to be a relative of the dufturdar.

We really admire the artlessness which assumes that a book can be made attractive by interspersing it with such lumps of information; but the author has another and a more promising device. He wishes, he tells us, to "increase the acuteness of the heroine's sufferings," and with this amiable purpose he has introduced a passionless incident which he fears may not be well received by some of his readers. He therefore "respectfully urges that such an incident is fully within the legitimate range of ideas not improper for a semi-sensation novel—a murder, for instance, or any other horror." This last clause introduces a very wide field for speculation; if "a murder or any other horror" may be properly introduced in a semi-sensational novel, we don't quite see what is left for a sensational novel pure and simple. Our wonder is still more increased when we discover what is the incident in question. The novel is jogging on in the most domestic fashion when the heroine is startled by seeing her husband kneeling at the feet of her sister and trying to gain possession of a letter. This letter, as she informs us with admirable brevity, "was from some person in Wales to whom, up to a very late period, he had regularly remitted money on account of a child—his child by his half-sister—and the letter by some mischance had fallen into the hands of Eliza." In short, the heroine was precisely in the position of Lady Byron according to Mrs. Beecher Stowe; but she takes the matter with a coolness which would have thrown an additional difficulty even upon that case. She faints away, indeed, but it is because she does not appreciate the situation, and supposes her husband to be making a declaration of love to her sister, instead of requesting that lady to conceal his behaviour to his own half-sister. When she comes to her senses she is indignant, not at the atrocious crime, but because "Charles had demeaned himself, and humbled me, by going down on his knees to Eliza, to beg that she would not betray his secret." After this explanation, she expresses her feeling in language intended to be adequate to the offence; she tells her husband that she "was satisfied so far, that he had not been guilty of making love to her own sister under her own roof; and as for the rest" (that is, apparently, the money and its concealment) "she would not reproach him for a want of confidence in her which she did not believe he loved her sufficiently well to possess." This lady of high moral worth and refined feeling has, however, something more to say about the matter. Some time afterwards she complains that her husband was ill-tempered at dinner, because she hinted, "in jest," at his having admired Eliza, and loved that half-sister better than he did her. This is perhaps the most singular topic for a jest between husband and wife that we ever heard of; and we must confess that we fully agree with the author's candid remark in the preface. Much of the heroine's effusions on various occasions of chagrin and disappointment will, it is feared, appear trivial and anything but sentimental." Certainly the heroine could not have taken the matter more quietly if her husband had been convicted of the mildest of ante-matrimonial flirtations, instead of an atrocious case of incest.

We have probably said enough to impress most of our readers with the opinion that this novel, whether belonging to the semi-sensation or to any other class, is simply silly in the extreme. This, however, would not be quite a fair conclusion. Odd as it may seem, there is really some interest in the power of Mrs. Edwardes, although the crum, and the bit of sensation just described, are introduced with a kind of unconscious audacity. The author's ambition was, it seems, to imitate Wilhelm Meister and Clarissa Harlowe. We confess that we do not see much similarity to the first, although the points of resemblance are carefully pointed out to us; but we have been much reminded of Clarissa Harlowe as results from putting the story chiefly into the mouth of the heroine—only in the shape of diary instead of letters—and in a minute realism which is not without its effect. The singular excursion into the regions of sensation which we have just noticed is merely an episode, which might, as well or better, never have been introduced. The rest of the story is simple enough, and is told with a certain degree of force. The heroine falls in love with an attractive young man on her way to India, and the attractive young man turns out to be a scapegrace. The main burden of the story is the evil which results from the low pay of officers in the Indian army compared with the expenses to which they are naturally inclined, and the consequent temptation to run into debt. The promising young officer meets with rapid promotion, but he has always anticipated the increase of his resources, and the additional pay is swallowed up in increased interest. Presently children come, and the struggle to keep up appearances becomes constantly more difficult. He is not a man of business; the regimental accounts get into a muddle, and he is accused of borrowing money from the military chest and from various native subordinates; an investigation follows, and he has to leave the army. By the favour of friends, he receives an appointment in the uncovenanted service. Meanwhile he has taken to undue consumption of brandy by way of relieving his mind; he is always promising amendment and imploring his wife to forgive him this once, in a maudlin tone which inexpressibly disgusts her. He comes home smelling so disgustingly of cheroots and brandy that she cannot bear to come near him. Finally, he loses his appointment, and is driven to enlist in the artillery. The growing troubles of his wife, the efforts which she makes to reform him, and the pain with which she sees him gradually sinking, give the elements for a picture which with a little more literary skill might be really touching. It is well designed too that she is by no means a perfect character, even omitting her behaviour in the sensation part of the story. Her growing irritability under the deepening misfortune of the ex-climan is cleverly indicated, and she has that disposition to jealousy which Thackeray used to attribute to his virtuous women. She is quite capable of being vexatious and unjust. To use her singular metaphor, she on one occasion leads her husband "the life of an early Christian"—we presume a Christian martyr—about a certain Mrs. Baker. Afterwards we find him assuming the still more mysterious character of a "foxy martyr"—whatever that may be—when she talks to him about another lady, instead of "soothing her and assuring her of his constant affection." In this there is a good deal of truthfulness and some humour. The background supplied by the monotonous life of a lonely Indian station is very fairly sketched, and there are some interesting touches of native life and scenery.

Queer as the book is in some ways, it is not without promise; but unluckily the sensation element predominates at the end. The Indian mutiny comes in to bring about the final catastrophe; and here the story reads too much like a genuine narrative which gives the bare facts, leaving us to clothe them with sentiment. Such narratives are interesting when we know them to be true; when we know that they are fictitious their bareness deprives them of much merit.

The mutiny, moreover, cures the husband of drink, and enables him by a fortunate combination of circumstances to make a princely fortune. There is even an unpleasant prospect that everybody will live happily ever afterwards. This catastrophe is fortunately avoided; but, on the other hand, we are presented with a genuine ghost, which moreover makes an audible speech, entirely contrary to the habits of well-regulated ghosts, and even quotes Shelley. We are thus dismissed with a gratuitous insult to our understandings, and the advantages of a humble adherence to plain prose are foolishly thrown away. The book is in fact one of the oddest mixtures we have lately met; and to give one final instance of its quaint caprices from the beaten track, it occasionally relieves the plain descriptions and the heavy bits of cram, not only by sensation writing, but by downwright verses, of which the following is a specimen. We take the middle stanza of five, but the grammar does not apparently suffer:—

With hatred and revenge to have
And fork within our grasp the foe;
Some chance shall hap, and chance to save
Him from the near and fatal blow!

* The Redland Papers, or the Trials of a Loving Heart. London: General Publishing Company. 1869.

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